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EXCURSION TO MACAO:—
 ON SUNDAY, 23RD AUGUST, 1931
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 Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4.00 P.M.
 Note.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.
 (August 18.)
 Rotary Club Tiffin, Lane, Crawford Restaurant, 1 p.m. Speaker: Mr. D. M. Maynard, on "A Trade Commissioner at Work."
 Hong Kong Football Association, Council Meeting, 5.30 p.m.
 Queen's Theatre: "Abraham Lincoln."
 World Theatre: "The Shadow" (Chinese film).
 Star Theatre: "The Divorcee."
 Central Theatre: "The Storm."
 King's Theatre: "Don't Bet On Women."
 Prince's Theatre: "Affix."
 Dinner Dances at Hong Kong and Peninsula Hotels.
 European Mail.—Inward: Europe via Siberia (Angers). Outward: Europe via San Francisco (Pres. Lincoln) 8.30 a.m.; Europe via Suez (Angers) 12.30 p.m.; Europe via Suez (Philoctetes) 2.30 p.m.; Europe via Siberia, ordinary letters only for Europe superscribed "via Siberia: Air Mail Shanghai—Manchouli" (Sphinx) 9 p.m.
 Tides:—High at 12.30 and 12.50; Low at 5.45 and 6.45.

Wednesday.
 (August 19.)
 Lammert's Sale of Stock-in-Trade, Palace Store, Kowloon, 11 a.m.
 Queen's Theatre: "Abraham Lincoln."
 World Theatre: "The Shadow" (Chinese film).
 Star Theatre: "The Divorcee."
 Central Theatre: "The Storm."
 King's Theatre: "Don't Bet On Women."
 Tea Dance at King's Restaurant;
 Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
 Tides:—High at 1.05 and 1.22; Low at 6.53 and 7.22.

Thursday.
 (August 20.)
 Queen's Theatre: "Crazy That Way."
 World Theatre: "The Shadow" (Chinese film).
 Star Theatre: "Anna Christie."
 Central Theatre: "Bad Sister."
 King's Theatre: "Quick Millions."
 Prince's Theatre: "This Is Heaven."
 Dinner Dances at Hong Kong and Peninsula Hotels.
 Tides:—High at 1.40 and 2.30; Low at 6.15 and 7.55.

GAMES AND THE WAR SPIRIT.

FAMOUS ATHLETE DENIES THAT YOUTH IS WAR-MINDED.

NOT CASUAL AND SUPERFICIAL.

The old and splendid game of bating the young men of England still goes on, writes P. D. Howard, the famous Rugby International of Oxford University, who captained England against Ireland last year. "It is played and enjoyed more to-day than ever before."

You can feel the prod of the critics' walking-sticks as you read the correspondence columns of any newspaper the day after Oxford has lost some match against Cambridge. Dean Inge in almost everything he says or writes has his cut at the degenerates.

The game would not be such glorious fun, of course, were not the young men as completely tethered and manacled as ever the bear was in olden times. Any answer offered to their persecutors is precocity and impudence.

World Peace.

On the whole, they endure their bating well. They take this criticism as a matter of course. Rightly, too, they attach little value to the greater part of it. But sometimes a piece of criticism is hurled at them unjust enough to arouse their anger and serious enough to demand an answer.

There seems to be a well-supported idea that the young men of the present day are superficial and casual, and indifferent about that most vital question of all—World Peace.

The theory of their casualness and superficiality seems to spring from the fact that more games are played now than ever before. People (it is held) who play games well and are enthusiastic about them must necessarily be fools, casual and uninterested by the important things of life. It is odd that most of the people who hold this view belong to a generation which placed a far higher premium upon athletic success than do the young men of to-day.

No Memory of the Great War!

The critics go on to say that the rising generation remembers little or nothing of the horrors of the last war, and that, encouraged to a competitive and bellicose spirit by the competitive nature of its sports, it has come to look upon the possibility of another war with equanimity and even with enthusiasm. This is, of course, the more serious part of the charge—and also the more comic.

That games—even such a "bellicose" game as Rugby football—can encourage an indifference towards

war or an inclination to fighting other nations I do not for one moment believe. If I did so, I should never play them again. But this was seriously advanced in a newspaper as a reason for the "indifference of the younger generation towards the League of Nations."

This "indifference" is a child conceived in the hyper-imaginative brains of the pessimistic cranks who are always at hand to expose with their well-known newspaper yelps and bleatings anything which would be bad if it were true.

Young men are not indifferent about this thing.

They may be thought casual and uninterested in big events, perhaps, since they choose to spend their Saturday afternoons playing cricket rather than watching the prize-fight at Westminster. But world peace is a modern ideal, and to almost every young man a very real and lasting one.

I have sufficient confidence in my own generation to believe that it will not be duped out of its opinions and its wits by other such slick phrases as "A war to end war."

Games.

To return to the question of games. If the critics were attacking the youth of Italy or France for their supposed warlike spirit in games, they might have more reason on their side. Mussolini had to stop Rugby in Italy as it was un-tempered to the national temperament. When France last played England at Twickenham a telegram arrived from Paris to say that the success of the Naval Conference depended upon the efforts of her players on the field.

Surely it is fantastic to suggest that English boys will expect to have their games infected with such international significance? Or that they can be less in sympathy with the League of Nations and all it stands for because they are anxious to win at tennis?

A Surprise Will Come.

The time is sure to come, sooner or later, when there will be real danger of war. Then the older people will see how well they have succeeded in passing on their own determination never to fight in another war to their children, who were too young to share and endure with them the horror of the last.

The critics will hesitate afterwards to add to their general charge of indifference against the young men of England the particular and more deadly one that they are indifferent about this vital thing.

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IMPROVING THE T.T. RACES.

MASSED START.

SPECTATORS IN THE DARK.

There has hardly been a Tourist Trophy motor-cycle race in the Isle of Man without thrills which spectators have shared all over the course of 37 miles and the dramatic speeds attained on the last series were astonishing, states Kirkstone of the *Newspaper Chronicle*.

I know that at Bray Hill, Quarter Bridge, Balling, Hillberry, Kerpell and all the other vantage points occupied by thousands of spectators there were feats of machine control which left one amazed—and that what I am going to say may seem churlish.

The suggestion, however, is made with one object only—to give the thousands who go to the island their full money's worth. I feel after the magnificent show of last week that the time has come when the present type of race should be brought up to date, and the public, through a massed start of riders, should be allowed to know automatically the positions of the leading men.

Favoured Spectators.

The position now with the start of riders at half-minute intervals is that an immense racing public is robbed of half the enjoyment of the races, while the favoured few on the grand stand, with a continuous leader board before them and "checks" showing the position of each rider on each lap, are well catered for.

Under the present arrangement the thousands on the roads have not the foggiest notion as to who is winning. The massed start would add enormously to their enjoyment for they would know all through the races exactly what was happening. If in the great Ulster motor-cycle race—where all three classes start off together and there are more riders than in any one T.T. race in the island—the massed start is successful I cannot see why it should not be tried in the island.

Some riders are against the idea on the ground of less skilful riders "hanging on" to their tails in the first lap or on. But this does not happen in Ulster or on the Continent to any great extent.

Still Greater Speeds.

The official mind is also against the idea, but with the lap being done at an average speed of over 80 miles an hour there is now a danger of the first fast man overtaking the last starter with every possibility of tragedy.

Next year I prophesy much greater speeds still in the races. Machines have not become too fast for the course. One reason for my prophecy is that I am positive next year all riders will be allowed to use any fuel, doped or otherwise, where up to now fuels have been confined to "straight" petrol with up to 50 per cent. of benzol.

RECKLESS DRIVING.

THE REMEDY.

MORE TRAVELLING POLICE.

Dangerous driving continues unchecked and there is only one remedy—a bigger mobile police force, says a *Newspaper Chronicle* correspondent.

With motors within the reach of almost all classes and something like 2,300,000 drivers of cars, motor-cycles, vans, buses, motor-coaches and taxi-cabs, it is futile to look upon the use of motors as a class question.

The subject must be regarded as one of general public interest, and when one does look at it from that standpoint the present state of affairs is serious.

Behind this evil of dangerous driving one can see the shadow of the failure of the mobile police system as at present operated.

The cautious and considerate driver is finding himself daily and at the week-end the victim of reckless and dangerous driving. This, it was said, would stop with the introduction of the mobile police.

Pedestrians' Danger.

Pedestrians who, in the last two years, have given the "cross here" and other safety signs a fair trial are now finding their passage across roads more dangerous than ever.

Indignation among cautious and considerate motorists and pedestrians is growing, and it will lead to unpleasant results unless the mobile police force is considerably augmented and the men sent out on the roads with definite instructions to stop the most flagrant forms of road crimes, without waiting until an accident occurs to take action.

Almost every day in London and the Southern Counties one sees cases of dangerous driving, and the victimised driver trying "to get his own back."

Dangerous driving, so far from having been checked, is so angering considerate drivers that, realising the mobile police are having no effect in stopping the worst cases, they are trying to pay back the evildoer in his or her own coin—"cut-in" for "cut-in," and so on.

Thousands who use the roads daily know I do not exaggerate.

Who Can Blame Them?

The great body of motoring and other public opinion accepted the abolition of the speed limit in the belief that there would be protection by a strong force of mobile police. Now, faced by daily acts of victimisation, who can blame them for becoming indignant?

A growing number of drivers are travelling in traffic and on the open road in terms of speed only, cutting in and cutting out, ignoring all signals by fellow-drivers, and introducing every known act of "traffic crashing."

For four months this class of driver feared the mobile police, but now he realises that the force is too small to be troublesome, and he has returned to his old ways.

What can the considerate motorist do in self-defence? Nothing, for as surely as he loses his temper and tries to give the "criminal" a dose of his or her own medicine, he puts himself in the wrong, and is lucky if he does not land himself in a charge of dangerous driving.

(Continued on next column.)

THE LIGHTER SIDE.

From London comes a really extraordinary escape from a motor accident.

In Upper Baker-street a motor-cycle combination collided with a taxi and turned completely over. A passer-by rushed to the wreckage expecting to find a mangled body beneath it.

But the rider was standing quite unharmed a couple of feet away.

"How on earth," exclaimed the passer-by, "did you manage to do that?" "I am a professional trapeze artist," the man replied.

He had leapt from his seat, turned a somersault in the air and landed on his feet.

This suggests a new accomplishment which motorists would do well to learn.

There is a certain family who have been faithful to one make of car, and seem to be collecting a fleet ranging from a big family saloon to the latest acquisition, a little Seven for one of the daughters just home from school. The family chauffeur is of the old-reliant type, and while with the "baby" one day he was waiting outside a shop when a friend of his in charge of a lovely limousine, also waiting, became facetious.

"Are your cars shrinking?" he asked.

"No—breeding," was the reply.

The Change.

I have the greatest respect for the scouts of the A.A. and the patrols of the R.A.C. Their reports on the working of the Road Traffic Act were correct in regard to the first three or four months. But a change has taken place, and it is surprising the accident roll is not greater.

Driving on many popular roads has become an ordeal. The highway code, if it was ever read, has been forgotten. Men and women drivers of a certain type are driving at excessive speed out of side roads into main roads, in and out of traffic lines, scowling if they run into danger, and shouting abuse at the unfortunate driver who has saved them from the consequences of their own folly.

The decent motorist, filled with the idea of what other countries call "speed cops" and their alleged provocative actions, dreaded the coming of the mobile police and old methods giving place to new. They feared this new method of road crime suppression would operate unjustly.

A Different Opinion.

But recent road experiences have changed their opinion, and they think that as things are now, a stronger mobile police force would be more in their interests and safety than allowing the present licence to continue unchecked.

Harsh treatment of offenders by an augmented force of mobile police trained in driving knowledge is the only way to check this dangerous driving menace.

The more one drives in London and the country the greater one sees the need for a force of travelling police, ten times more than their present number, with definite instructions to stop dangerous driving.

The sight of their uniforms would be enough.

HOSPITALS FOR MOTORISTS.

DANGER OF DELAY IN TREATMENT.

Year by year the number of road accidents is increasing, and the problem of providing prompt and expert medical treatment for the often occurring complicated varieties of injury has become serious, writes the Medical correspondent of the *London Morning Post*.

There is a rising incidence of permanent disability, or at any rate unnecessarily long invalidism, because unsuitable or unduly delayed treatment is all that is available in many parts of the country. In 1930 the number of persons killed or injured in road accidents in Great Britain was 185,500, as compared with 177,613 in the previous year.

Sir Robert Jones, in an introductory note to the "Fractitioner," states that between 1918 and 1930 these "peace casualties" have numbered 30,000 killed and 5 millions injured, grave subsequent crippling often resulting because of the hampering of treatment caused by shortage of hospital beds and inadequately trained attendants. He maintains that the time is more than ripe now for establishing in every large city a "fracture hospital" fitted to deal skilfully and effectively with every kind of accident.

First Aid Training.

A municipal building, should, he thinks, be utilised, but it should be in close touch with any local medical school, so that students would be taught the most sound lines along which to treat these emergen-

cies. Moreover, a "fracture clinic" should be attached to each teaching hospital, and fracture cases segregated in the yards for special treatment. Such clinics should be linked up closely with the local fracture hospital so as to ensure the efficiency of both being fully maintained. First Aid splints should be standardised, and every medical student carefully trained to apply them correctly—a more difficult matter sometimes than is realised.

In addition to such steps being taken in the larger towns, the staffs in small country hospitals should receive a more effective training in first aid; such hospitals could then play an essential part as "casualty clearing" stations. Many more ambulances should be stationed on the main roads, with highly skilled attendants who know how deaths from jolting and shock can be averted. During the War the deaths from compound fracture of the thigh were reduced from 80 to 20 per cent, when the ambulances with the necessary splints were brought up to the firing line, and the same principle holds good in road accidents.

Road Posts.

A recent development of great importance is the placing of first aid posts along main roads. In some European countries this has already been systematised. Thus in France there are more than 1,000 in operation, while along certain main routes in Belgium and Germany they are placed at regular intervals. They are equipped with telephone facilities, and lists of addresses, &c., are placed in each, indicating how to secure immediate medical and nursing help, ambulance along which to treat these emergen-

(Continued on next column.)

RESULTS OF McKENNA DUTIES.

IMPORTS OF FOREIGN CARS DECLINE.

British workmen, in the motor industry should bless the McKenna Duties, as these have practically killed the importation of foreign cars into Great Britain, according to a British statistician. The Board of Trade returns for the first quarter of this year reveal that fact plainly. Imports have been falling quarter by quarter since the advent of the duty of 33.13 per cent. was placed upon them. For the first quarter of 1931 only 565 complete cars and 286 chassis were imported into the United Kingdom as compared with 2,534 complete cars and 733 chassis in the corresponding three months' period of 1930. On the other hand, these duties on foreign motor products have helped the British car trade. In this quarter no fewer than 4,617 cars were exported as compared with 5,000 cars in the first quarter of 1930. The export car sales show a drop, it is true, but it is small in comparison with the large fall of those imported.

ances, an mechanical assistance. First aid dressing outfits, including splints, are provided.

With the development of such a system in Great Britain many deaths from road accidents could undoubtedly be averted. Expert treatment could be brought more quickly to the spot, and prompt measures taken to minimise subsequent deformity and disability. In conjunction with the suggestions put forward by Sir Robert Jones, it would introduce a much needed and most valuable advance in meeting one of the serious problems of to-day.

"AIRSHIP" CAR FOR PRINCE.

STREAMLINE DESIGN AND ENGINE AT BACK.

The Prince of Wales has ordered a new car of unconventional, streamline design. Its construction is nearly completed, and when ready and decorated with his own colours—red and black it will be delivered to York House for the Prince's personal use.

The engine of the car is placed at the back, and from a side view the body resembles a segment of a circle. There is no bonnet, but the front of the car rises in a sloping line from above the wheels to an arched roof, and tapers away at the back like the end of an airship. The windscreen is in line with the coachwork at an angle of about 45 degrees.

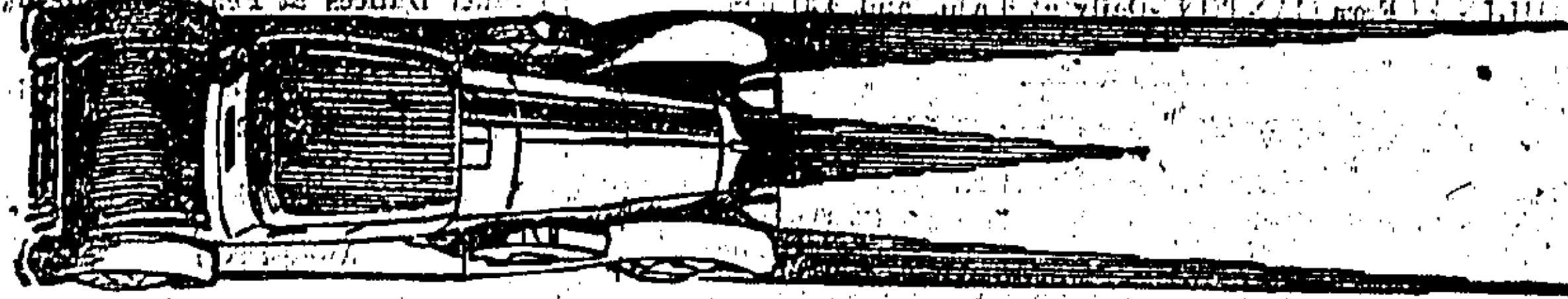
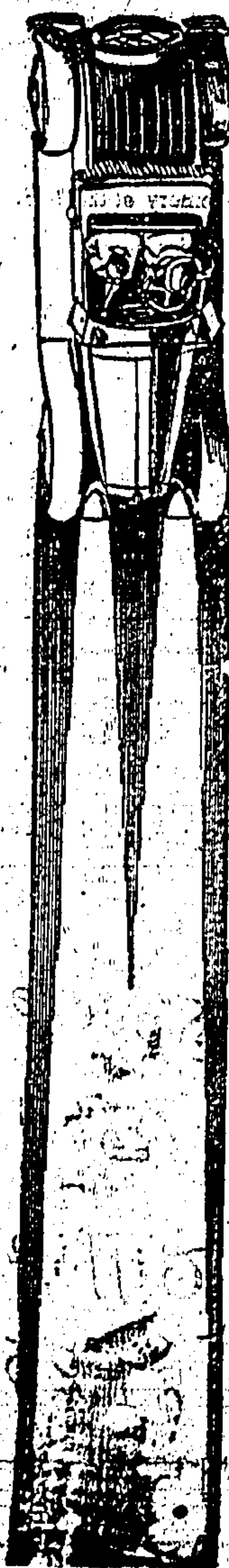
Principles of Airship.

Its designer, Sir Dennistoun Burney, is the builder of the R. 200, and he has incorporated in the car the principles of an airship.

During the last few days, the Prince has been driving through the London streets in one of these cars and on several occasions has taken the wheel himself. He was so pleased with the performance of the car that he decided to have "one built."

It is understood that the Prince will retain the conventional form of car for London purposes and will use the new car when making journeys in the country.

It is claimed that the new type of "airship car" saves petrol consumption by 50 per cent, and saves 50 per cent of the horse-power required to propel an ordinary car on a level road, and that at high speeds it scarcely touches the ground. Each wheel is independently sprung. Because of the engine being at the back, "engine sense" is lost.



NOW COMING MODEL 522c !

A fast car, a brilliant hill climber and with its marked acceleration capable of keeping up high average speed. Separate Hydraulic brakes for front—and rear wheels. The four speed gear box is fitted with a silent "Third", thus eliminating one of the most annoying noises. Further a special engagement system for the third and fourth speed renders more simple the passage from one to the other of these two speeds.

In town, owing to the silent running, the third gear may be kept almost continually engaged thus affording a lightning acceleration.

On the open road the silent third speed which is easily engaged in the high engine speed affords the most pleasant possibility of driving on hills, on curves and when overtaking.

FIAT 522C

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SPARKS FROM THE PLUGS



OIL AND OIL.

SOME LITTLE DIFFERENCES EXPLAINED.

Many people seem to think that buying branded oil is very much like ordering a Johnny Walker or a Black and White whisky in a New York speakeasy—that is, what over one may ask for it all comes out of the same barrel.

They never made a greater mistake, writes "the Scribe" in the Autocar.

My present car has been in my possession over two winters. During the winter of 1929-30 I had a certain amount of trouble in starting on cold morning due to the pistons gumming up through instructing the local garage to send me so many gallons of oil without specifying the grade or the brand. It was not bad oil, but apparently it was not suitable.

Last winter I used an oil supplied for my particular engine by the Vacuum people, and although the garage is not heated I went through the winter without once using the starting handle. Something of a test for the batteries, it is true, but they stood up to the work. I have only used the starting handle once in twelve months, and that was because I left my "Stop" light on when I locked the car up for a couple of days, and so ran the battery right down. My readers will understand that I use a magneto, an instrument which, it would seem, will soon be something of the past through no fault of its own, excepting its cost.

And to think that in the year eighteen ninety something, on the purchase of my family's second car, we did not like "this new-fangled electrical contraption," and actually removed it in order to substitute tube ignition, which we understood!

News from Everywhere

A Stoke (Birmingham) magazine adopted a novel form of observing "Safety Week." He doubled the fines in the motorcar cases that came before him.

The High Commissioner for the Irish Free State made the announcement that the State is, without exception, the biggest customer for British motorcars. This is borne out by the returns.

During the progress of a race at Buenos Aires one person was killed and nine others injured as a result of a collision between two of the competitors.

AUSTIN SALES GAIN IN IRISH FREE STATE.

The Motor Vehicle registration figures of the Irish Free State for the Month of April 1931 make interesting reading, in so much as they show the rapid advance made by Austin cars in that country.

Though Ford Motors still head the list with 143 cars registered, Austins are a close second with 92, and Morris Motor third with 68. The figures apply to private cars only and do not include hackney carriages.

COLOURS AND INDIVIDUALITY

In the old days, one famous manufacturer is alleged to have said that the public could buy his cars in any colour they like—provided that it was a shade of black!

How different are things to day! The modern demand for bright and attractive colour schemes is such that the "art department" of a motor factory must surely be one of its most important sections. Every colour in the rainbow is employed, usually in dual-tone schemes, and the upholstery is blended to match. If, for instance, the Singer Company made up a sample of each of the cars they can offer, no fewer than seventy-six would be required to display the present range. Yet in 1920 manufacturers were talking about "one model only."

NOT PLAYING THE GAME.

Nowadays motor manufacturers are striving to make their cars as safe as possible—but in America at least it is against the law to make them too safe.

Mr. Joe Roma, of Denver, who is the head of an organised bootleg gang, ordered a special car for his honeymoon. But Mr. Pete Carlino, a rival gangster, threatened to stand near the church and bump off the happy newlyweds as they set out on their honeymoon. Mr. Roma had the body of the car plated with armour-steel and the windows fitted with triple bullet-proof glass, but Mr. Carlino considered that this kill-joy attitude on Mr. Roma's part was contrary

to the spirit of gang warfare, and told the police, who ordered Mr. Roma to cease construction of the car. Meantime, the wedding has been postponed.

CHINESE AND 1928 ROLLS ROYCE.

Recently a Mr. A. H. Rasmussen, who is at present in Tientsin, in China, came upon an old Rolls-Royce which had left Derby in 1928 and had been knocking about the world until it was found by Mr. Rasmussen, dirty and neglected in a Chinese garage, where the Chinese mechanics seemed to love it for what it was, a beautiful piece of mechanism disguised by the ravages of time. Mr. Rasmussen bought it for £30, more out of sentiment than anything else, for he hated seeing it where it was and wanted it to have a good home. A mechanic who had served with the Rolls armoured cars in Egypt was employed to strip the chassis, when it was found that except for half an inch of carbon on the pistons and a broken piston ring there was very little wrong with the car, so it has been put together again, and will shortly make a long trip into Mongolia. Its trial trip proved that it could be trusted for such a journey. The owner is an enthusiast where perfect workmanship is concerned, and he aims at bringing the old car back to its original state.

A NEW SIDE-CAR RECORD.

E. C. E. Baragwanath, riding a supercharged 996 c.c. Brough Superior in a three-laps handicap race at Brooklands, broke the 1,000 c.c. side-car lap record, covering one lap at 101.64 m.p.h. This was the first time he had lapped at over 100 m.p.h., and, accordingly, he was awarded a "gold star"—the first to be given in the 1,000 c.c. side-car class since 1927.

In spite of his exceptional speed over one lap, Baragwanath did not win the race. He finished third. The winner was L. P. Driscoll (558 c.c. Norton), at a speed of 83.28 m.p.h., and L. J. Archer was second. A high wind, blowing in gusts, made fast driving extremely difficult. During the Holiday Cup 50 miles handicap for cycles, not exceeding 350 c.c., L. J. Archer was thrown from his Velocette when the engine "seized up." He was picked up from the track by an official and was taken in an ambulance to hospital where it was found that he had broken a shoulder bone. In the 50 miles race for machines exceeding 350 c.c., A. R. Quinn, driving Victor Horsman's Triumph, had a narrow escape when the tread of his tyre was completely ripped off. A piece of thick rubber from the cover struck him in the back.

SINGLE PIECE MOTOR BODIES.

VARIETY OF MATERIALS USED IN ENGLAND.

DIFFICULTIES OF PRODUCTION.

Considering the extensive use which is being made of non-metallic sheet materials, such as fibre, compressed paper, Bakelite, etc., in buildings of all kinds, it is not really surprising that they are now being exploited for motorcar bodywork. Pressed-steel construction, which has made great headway, will probably remain pre-eminent for a long time to come wherever production is on a sufficient scale to justify the initial cost. Particularly in England, however, there are very many successful manufacturers who build cars in hundreds rather than thousands and to whom the new moulded materials for bodies should appeal.

An excellent example is, of course, the new Laminoid body, which was exclusively illustrated in the "Motor" some weeks ago. The panels are made of a material, containing asbestos fibres which can readily be shaped in inexpensive wooden moulds, but which dries as hard and strong as sheet-fibre. It is non-resonant and fireproof, forms an excellent base for cellulose, which dries with as glossy an appearance as a first-class metal-panelled job, and can readily be repaired if accidentally damaged.

The facility with which this material can be moulded into awkward shapes, curved in two planes or embodying abrupt re-entrant angles, is a most important feature.

The panels, roof, etc., are, of course, secured to a wooden frame-work in much the same way as are the steel or aluminium panels of a composite coachbuilt body, and the weight of the complete job is much the same. We are told that on a production basis the seven moulded parts for a saloon could be supplied, cellulosed and ready for securing to the frame, at a cost of less than 210. These parts would be four door panels, the scuttle, the rear panel and quarters below the waistline and a one-piece moulding comprising the roof and the rear quarter above the waistline.

A minor point of interest is that as these materials are non-resonant there is no need to employ a fabric section in the roof, the whole of which can therefore be cellulosed. Even when saloon car model is being produced in large quantities there will be a certain number of people requiring coupes, sports saloons or touring cars on the same chassis. Here, also, there should be a field for these new moulded materials, which would enable such requirements to be met efficiently and inexpensively. Experiments are now being made with moulded wings, reinforced underneath.

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Coupe (3 window)... 2-pass.	2,480-lbs.	535	42	203	810
Coupe (6 window)... 2-pass.	2,480-lbs.	545	42	203	820
Coupe Sports ... 4-pass.	2,555-lbs.	575	54	241	870
Coach (2 doors)... 5-pass.	2,575-lbs.	545	42	203	820
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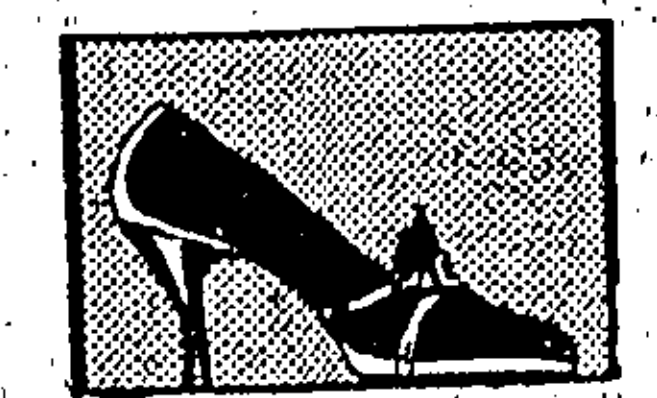
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THINK IT OVER

SKYLINES OF LONDON.

GRIMNESS AND GRACE IN A CITY OF VIOLENT
CONTRASTS.Up the street and down the street
There's nothing for me;
But over the house tops
Are ships and the sea.This sense of monotony—of
spiritual imprisonment—is bound
to increase in London, as it has
grown in New York with the de-
humanising of Architecture, which
has been called the Cinderella of
the Arts, writes Mr. James Clegg
in the London Morning Post.If we accept this designation it
would seem that Cinderella has
quarrelled with her fairy godmother
and, after having been divorced,
from her Prince in Reno, she
married a Wall Street Boss and
turned New York into a city
of tombstones, or soul-less shafts
for the never-ending up and down,
traffic of elevators, the space be-
tween the top and bottom being
a sort of purgatory from which
there is no escape—except by acro-
plane.London as yet is not quite so
bad as that. But after the war the
Americanising (and Germanising)
of our architecture began in the
principal parts of the Metropolis,
and to-day the unsightly buildings
that have arisen everywhere are
most depressing.Even in pre-war times the hap-
hazard planning and designing of
modern London created many eye-
sore in individual buildings and
in concentrated groups, especially
in areas where the Arts are located.
For instance, the National Gallery
spoils the appearance of Trafalgar
Square. With the fine example of
St. Martin-in-the-Fields to inspire
him, it might have been thought
that Wilkins would have designed
something more distinguished than
the squat building with the in-
significant dome and "popperbox"
turrets, which make ignoble what
ought to have been a splendid sky-
line.The Natural History Museum is
more consistent, but its heavy
towers and those of the Imperial
Institute might look more im-
pressive against a stormy sky with
light and shade playing simultane-
ously on their ponderous forms.
As for the skylines of the Royal
College of Music, one would never
dream that gracious sounds were
ever heard within its walls, and
the soup-tureen-like bulk of the
Albert Hall does not suggest the
inspiring song of a Melba or
Caruso.The Artillery War Memorial,
which General Gouraud charac-
terised as the most magnificent he
had seen, brought a new impressiveness
to the skyline of London.
Visualised from the entrance to St.
George's Hospital it forms with the
Wellington Arch and Quadriga, a
splendid example of street architec-ture, which gains in monumental
grandeur by the gracious curves of
the wind moved trees.Turner painted the burning of
the Houses of Parliament in 1834,
and lived to see the new buildings
that commemorate the folly of the
Gothic revival. Nevertheless, seen
in perspective at sundown, they and
their towers form an imposing
mass.Seaward the skylines of the river
show the picturesque irregularity
that charms one almost everywhere
in London. Stand on Hungerford
Bridge and look round from the
stricken beauty of Waterloo Bridge
and the dignity of Somerset House
to the majestic dome of St. Paul's
(like a vast nest for the hatching
of thought). Beyond it, and on
the right, spires and towers, and
masts and cranes, shooting up
against the sky in disorder, make
a scene of the most fascinating
description, especially at the dawn
of a summer morning.Below St. Paul's, English perva-
sity, self-confidence, and energy are
illustrated in designs that please
the eye in the "Custom" House and
the graceful simplicity of the
turrets of the White Tower, and
offend our aesthetic senses in the
ultra-baroque exuberances of the
Port of London Authority and the
utilitarian Gothic of the Tower
Bridge towers.This city of violent contrasts
is inexhaustible. Beauty is to be
found unexpectedly in grim, for-
bidding places. Retrace our steps
along noisy, malodorous Lower
Thames Street and suddenly, up a
narrow lane, you will see the
loveliest spire in London surmount-
ing the tower of St. Dunstan-in-the-
East, and further west Wren's
genius has written other poems in
stone against the sky, such as St.
Magnus the Martyr, the Monument,
and St. Martin's, Lydgate Hill, set
in front of the epic magnificence
of the Cathedral.After crossing the Circus pass
into Tudor Street, and up the
second turning on the right the
lyric grace of the tower of St.
London's ancient story also is
effectively traced in the Temple
while Fleet Street, if it has, alas,
lost the homely charm of old-world
skylines, still looks eastward to one
of the noblest vistas in Europe—
the dome and towers of St. Paul's
Cathedral.Wren's art did not stop at
Temple Bar, which was removed
long ago. St. Clement's Daines
Church was built from his designs,
and James Gibbs, his disciple,
added the fine tower in 1719, and
to him also we owe charming St.
Mary-le-Strand. Opposite this
church Somerset House shows a
dignified front to the pretentious
Gaiety Theatre and that hulking
mass of modernity—Bush House."WANTED" IN
MACAO.ALLEGED MURDERER IN
DOCK.

EXTRADITION PROCEEDINGS.

Extradition proceedings were com-
menced at Central Magistracy be-
fore Mr. W. Schofield yesterday in
a case in which a Chinese, named
Chan Yee Wo, is wanted by the
Portuguese authorities at Macao for
alleged robbery and murder.Mr. H. Somerset Fitzroy, repre-
senting the Crown, stated that the
principal witnesses in the proceed-
ings were delayed by the typhoon.
The man is asked for by the Macao
authorities for murder and a war-
rant signed by a judge and bearing
a seal has been received.It is alleged against the man that
on Chinese New Year's Day (Feb.
17) he and two or three others went
to a house in Macao and there told
the inmates that he had come to
search for opium. They went first
to the ground floor and asked where
the master of the house was. They
eventually found him upstairs and
brought him down, afterwards ran-
sacking the house. The master, his
wife, concubine and servants were
all tied up.

Slabbed to Death.

After a time, the master of the
house shouted "robbers" and it
was then that one of the robbers,
presumed to be the man in the dock,
stabbed him. Mr. Fitzroy explain-
ed that whether the man did or did
not himself stab the master did not
matter for as far as the English law
was concerned, if a murder was
committed by a party of which the
defendant was a member, he was
equally guilty.What the Portuguese Government
has to show, said Mr. Fitzroy, was
that the man had committed an
offence which is an offence in their
law. Assassination was one of the
first articles on which a person
could be extradited. The man who
was stabbed died later and it was
not till June this year that the
fugitive was seen here when a pro-
visional warrant was applied for
and he was arrested by Inspector
Fallon in Yau-ma-tei.

Stolen Property Found.

He was then occupying a cockpit
in a house and it would be proved,
said Mr. Fitzroy, that after a search
had been made of this cockpit, a
piece of jade was found. This jade
would be identified by a witness to
be called as one which was actually
stolen at the time the murder was
committed.Mr. Fitzroy then went into the
legal aspect of the application by
the Macao authorities and pointed
out that all his Worship needed was
to be satisfied that a prima facie
case had been made out against the
man in the dock.
After formal evidence of arrest
had been given, the hearing was
adjourned until Thursday.

CRIMINAL SESSIONS.

PIRACY TRIAL TO OPEN
TO-DAY.This month's Criminal Sessions
will open at the Supreme Court at
10 o'clock to-day, there being five
cases on the calendar, including a
charge of murder arising from the
recent affray at the Mental Hos-
pital, in which an inmate was
alleged to have caused the death
of another man.The opening case before the Chief
Justice (Sir Joseph Kemp) is the
trial of Chan Sam on an indictment
to the effect that on January 29,
1927, on the high seas, of Fan Lau
Point, Lau Tau Island, with Fan
Hing Yung and others unknown,
he assaulted and put in fear of their
lives Ng Lai and others in an un-
named fishing boat, and stole, with
force and violence, the ship, tackle,
and clothing of the mariners on
board.

Kidnapping Charge.

Before the Puisne Judge (Mr.
Justice Lindell) the trial will com-
mence of Wong Ping and Wong
Kam, who are indicted for taking
away, deceiving, enticing away or
detaining Yeung Yui Kam, a child
under 14 years of age, with intent
to deprive the father, Yeung Wai,
of his child's custody.A second case is scheduled to
come before Mr. Justice Lindell,
the accused being Wong Ho, who
is charged on two counts. The first
is that, with another person un-
known, on July 8, 1931, he assau-
lted Pun Wo with intent to rob him.
The second count alleged that ac-
cused, on the night of July 5-6, 1931,
was found in 27, North Street, with
intent to steal the property of Pun
Wo.

To-morrow's Cases.

Both Courts will again sit to-
morrow, when William Bowen will
be before the Chief Justice on a
charge of murdering Lam Yu Yuk.
This case relates to the recent
episode at the Mental Hospital
when Lam, an inmate, is alleged
to have run amok and been killed
by Bowen, another inmate. Mr. A.
M. L. Soares, instructed by Mr. A.
el Arculi, has been assigned by the
Crown to defend.Mr. Justice Lindell will hear the
case of Lau On Nam, the Crown
alleging that on June 8, 1931, at
Yau-ma-tei, he wounded Leung See
Mau, with intent to do her grievous
bodily harm, maim, disfigure or
disable her. There is a second
count against accused of maliciously
wounding the girl.

PROMENADE CONCERT.

COMING ATTRACTION AT
VOLUNTEER HEADQUARTERS.There will be a Promenade Con-
cert at Volunteer Headquarters on
Friday, August 28 at 9.15 p.m. when
musical selections will be rendered
by the band of the Hong Kong
Volunteer Defence Corps.
The artistes will include Mrs.
Neil Matheson, Mrs. F. C. E. Ren-
dall and Mr. W. M. Baxton.
Admission will be \$1, including
tax.Perfect Enjoyment
of Ocean TravelWith A Minimum of
Your Travel Budget

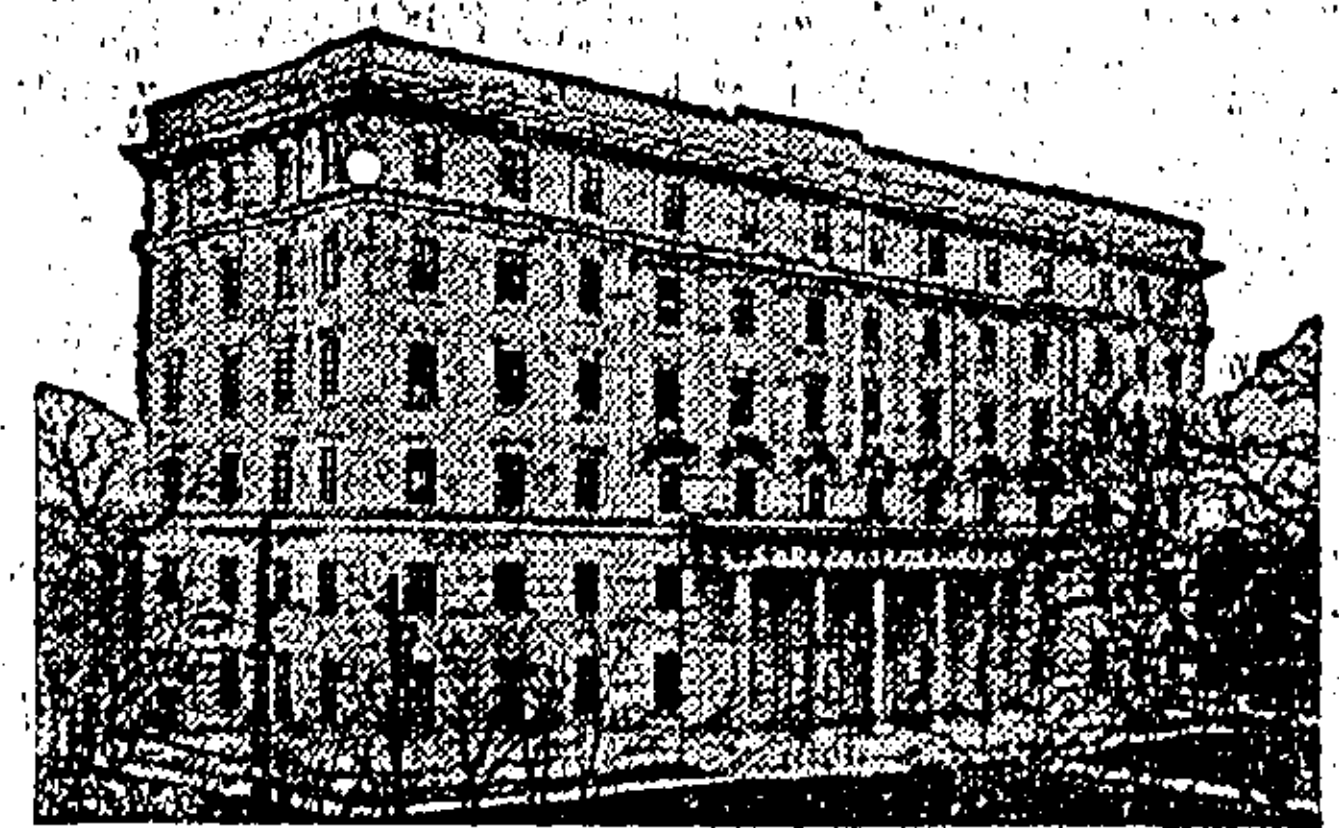
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QUEEN'S BUILDING HONG KONG.

PHONE 2021.

MYSTERY OF THE KWONGSANG.

IS SHE STILL AFLOAT?
HOPE NOT YET ABANDONED.

In spite of the fact that no news of the Jardine steamer Kwongsang has yet been received in the Colony, hopes for her safety are still entertained. Wireless messages, informing all ships of her non-arrival in port are being broadcast half-hourly, and every steamer passing, up or down the coast is keeping a look out for signs of wreckage and any other evidence of a possible disaster.

A message received by Messrs Jardine Matheson and Co. from the captain of the Chek Sang states that no sign of the Kwongsang has been seen on the former vessel's voyage up the coast.

Footing to Enquire of Fishermen.

The Footing, which left Shanghai at 1 p.m. on Saturday last, with stores for H.M.S. Sepoy and the Hopsang, which are at Nam Kwan harbour standing by the stranded Waishing, received instructions to make enquiries of fishermen and others in the vicinity of Tai Chau Islands for news of the missing ship, since it is believed that the Kwongsang might have been somewhere in the region of Tai Chau which is some distance to the north of Nam Kwan, when the typhoon struck her.

The captain of the Sunning reported on his arrival in Hong Kong that he had left Shanghai after the Kwongsang, and that, encountering terrible weather on his voyage south, he took refuge in Tai Chau, remaining there for twenty-three hours, without however, seeing any signs of the Kwongsang.

The Sun Sang, which is on a voyage from Japan to Amoy, has also received instructions to keep a good look out for possible news of the Kwongsang.

Disabled and Drifting?

There is a possibility that the missing ship may be disabled and may be either drifting helplessly about the China Sea or in some little known harbour on the coast and unable to communicate with the outside world.

The Kwongsang was on the Hong Kong-Tsingtao run, and was due to arrive in Hong Kong on Wednesday last from Northern ports, carrying general cargo and a little oil. The boat is 2,283 gross tonnage, and measures 290 feet in length, 15.2 feet in depth and beam 42.1 feet. She was constructed at Newcastle in 1903 by Messrs. Wigham, Richardson and Co.

The Officers and Crew.

The Kwongsang was under the command of Captain C. I. A. Hardy, the others officers being Mr. G. E. F. Beck (Chief Officer), Mr. J. Rees (Second Officer), Mr. S. E. McKinley (Chief Engineer), Mr. W. K. Cochran (Second Engineer), and Mr. A. K. Amos (Third).

In addition, the vessel carried a Chinese crew of 50, and possibly a few Chinese deck passengers, though no details have yet been received from Shanghai.

WAISHING DISASTER

PASSENGERS' TERRIBLE EXPERIENCES.

OFFICER'S GALLANT RESCUE ATTEMPT.

Shanghai, Aug. 14.—Forty-three survivors of the wreck of the Waishing arrived in Shanghai yesterday aboard the Kwangtung a Butterfield and Swire steamer. They brought fearful tales of terrible experiences, in the typhoon and a thrilling story of the heroism of the third engineer, R.P. Symington, who made a gallant attempt to save the life of the Chinese assistant commodore.

After the Waishing had been stranded an attempt was made to reach shore in a ship's boat, but the frail craft was smashed to pieces against a rock. Most of the crew managed to scramble to safety, but the assistant commodore, unable to swim well, was seen to be in difficulties, and Mr. Symington dived immediately to his rescue. He fought against the angry seas, but he was himself in peril of his life when he was pulled to safety, unsuccessful in his gallant effort.

SALVAGE OPERATIONS PROCEEDING.

The Japanese salvage tug Yusho Maru is now at Nam Kwan harbour, and work on the Waishing is proceeding. Contrary to reports current in the Colony yesterday, the prospects of salvage operations proving successful are excellent.

H.M.S. Sepoy is still standing by, as is the Hopsang, which was, however, will be relieved by the Footing when she arrives at Nam Kwan from Shanghai with stores for both the Hopsang and H.M.S. Sepoy.

The officers of the Waishing are remaining at Nam Kwan, living at present on the Hopsang. They will, of course, transfer to the Footing when she arrives.

RUSSIAN BANK ASSETS.

APPEAL BY SHANGHAI CREDITORS.

JUDGMENT RESERVED BY FULL COURT.

An appeal by the Shanghai creditors of the Russo-Asiatic Bank for a preferential share in the Hong Kong liquidation was heard yesterday in the Full Court at which Sir Peter Grain presided with the Chief Justice (Sir Joseph Kemp) and the Puisne Judge (Mr. Justice Lindell).

The appeal is against a judgment delivered by the Chief Justice (Sir Joseph Kemp) in Chambers on May 8, this year, the appellants being the Bank of China, Bank of Taiwan, Mercantile Bank of India, Australia and China, Mitsui Bishi Bank, Nederlandsche Indische Handels Bank, Sumitomo Bank, Italian Bank for China, S. Matsumoto, Tse Pung Yung, Yue Fah, U. N. Kong and J. L. de Zutter, all of Shanghai. They were represented by Mr. H. G. Sheldon, instructed by Messrs. Deacons.

The respondent is the Official Receiver and Liquidator (Mr. E. L. Agassiz), for whom Mr. F. C. Jenkin appeared, instructed by Messrs. Johnson, Stokes and Master.

Appellants asked for an order that the above-named Shanghai creditors of the Hong Kong Russo-Asiatic Bank are entitled to preferential payment out of the Hong Kong liquidation assets as against other creditors, or for any other such order in the premises as the Court might think just. They also asked for costs.

Appellants' Rights.

Mr. Sheldon said the point at issue was whether the Chief Justice was right in refusing to grant an adjournment to the appellants in order to give them time to get evidence to support their claims. His submission was that the adjournment should have been granted. The liquidation of the bank was beset with great difficulties and the former Chief Justice (Sir Henry Gollan), had said, in a judgment in the matter, that the case was without precedent and there was no precedent which could be used for guidance. Counsel added that he believed that the President of the Court had agreed with him.

Counsel also stated that the liquidator did not give the appellants sufficient time to obtain evidence necessary to support their case, and his whole point was that the claimants should have been given an opportunity of proving their cases before the Chief Justice.

Mr. Sheldon continued that the summons in Chambers, which was dismissed by the Chief Justice, was based upon exchange contracts having been made in Shanghai between the bank and the appellants, corresponding counterpart contracts being made in Hong Kong in such a way that the contracts were indivisible and, in fact, formed one contract. The losses sustained by the Shanghai creditors should be made good out of the Hong Kong assets.

Subterfuge Alleged.

In opposing the application, Mr. Jenkin said he thought the Chief Justice's refusal to grant an adjournment was largely based on circumstances which he (counsel) put forward, showing that the application to file by the creditors was a very thinly-veiled attempt on the part of the Chinese liquidators to circumvent different orders, and was the eighth different attempt to get the money from Hong Kong into China and also into Paris.

Counsel continued that, when considering whether they should grant the application or not, their Lordships must bear in mind that the summons was heard on May 8, which meant that the appellants had had more than three months in which to get evidence, and it should have been obtained in that time.

Mr. Jenkin went on to refer to various attempts made to get hold of the surplus assets in Hong Kong, saying the present was the ninth. He submitted that the present application was a subterfuge, using the names of alleged creditors in order to get the assets into the hands of the Chinese liquidators. They had, he said, exhausted every legal channel and been defeated in every case. They then bethought themselves of the matter of privileged creditors. They were now attempting to get into the liquidation, which had been current for nearly five years, in the guise of privileged creditors, and the application must be very gravely doubted.

Useless Application.

The President: Your point is that the Chief Justice was quite right in refusing this adjournment because the application was obviously useless and it was no good continuing it. Yes.

In fact, it was really the case that the application was bound to fail. Yes.

Counsel further said that the application was not a *bona fide* one and the appellants could never be (Continued at foot of next column.)

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

When the Stock Market resumed yesterday morning business was very quiet, as the following summary shows:

Banks had enquiries at \$2,040, with no shares offering. Canton Insurances had buyers at \$1,550, but without leading to business.

Unions had sellers in the market at \$597.50, but there were no buyers in evidence.

Steamboats improved slightly to a buying rate of \$28.25, but without sellers coming forward.

Rails remained at Saturday's buying quotation of \$41.50.

Wharves were done at \$164, with buyers in the market at \$163.

Hotels (old) were the medium of sales at \$17.30, buyers at the close offering \$17 without attracting holders. The new shares had sellers at \$17.25.

Land was wanted at \$91, but no shares were forthcoming.

Realities—Sales took place at \$17.50, sellers asking \$17.70 with buyers prepared to go on at \$17.30.

Ewo Cottons had buyers at \$15.10 without connecting.

Trams had buyers prepared to do business at \$24.50, but shares were not obtainable at this rate.

China Lights were in demand at \$28.40 without any transactions.

Hong Kong Electric—A buying quotation of \$81.40 failed to attract holders.

Cements (combined) at a buying rate of \$19.90 did not come to business.

Hong Kong Ropes were wanted at \$21.40, buyers prevailing at the close.

Watsons were recorded at Saturday's rates—sales again being negotiated at \$16.60, buyers still offering \$16.50.

Lane, Crawford (old) changed hands at \$7.85, with buyers offering \$7.50.

Constructions had buyers at \$13 without leading to transactions.

G. S. Bonds were enquired for at 72 per cent, with no sellers.

Afternoon's Transactions.

The tone of the market in the afternoon remained quiet, though in several stocks the quotations underwent a change, the principal instances being China Lights and Ewo's, which came into prominence at advanced rates.

Sales of Banks were reported at \$2,040.

Steamboats had sellers at \$29.

Hotels (old) were in demand at \$174. Sales were put through at \$17.45, sellers still being in the market at \$17.40.

Land was disposed of at \$91.

Ewo's advanced rapidly from a buying rate of \$15.10 to the morning to \$15.10, and sales were effected at \$15.15, buyers still enquiring at five cents less.

Shanghai Cottons changed hands at \$15.98.

Trams, with buyers offering \$21.7, had sellers at \$22 without leading to business.

China Lights advanced slightly to a buying quotation of \$29.60, and sales were done at \$29.75.

Telephones (new paid) were the medium of sales at \$33.3 and \$34, but there were still buyers at the close at the latter rate.

Cements (combined) were enquired for at \$20, but sellers were asking a further 15 cents, no business resulting.

Lane, Crawford were sought at \$7.80 without any shares coming out.

Powells were done at \$3.60, and there were still sellers at \$3.50.

HARBOUR COLLISION.

CARGO JUNK DAMAGED.

A collision occurred in the harbour, near the Yau-mat typhoon shelter, on Saturday between two cargo junks, one of which was being towed.

Leung Yee, mistress of cargo junk No. 146, reported that while she was under sail attempting to get from Stonecutters to the Causeway Bay refuge, she saw a steam launch towing the other boat. She called for right of way but no attention was paid. A sudden gust of wind forced her to lower her sails and at the same time the steam launch swung around steering a parallel course. The launch managed to miss her boat but the junk was towing struck her craft amidships. The junk of the other boat stated that it was the duty of the launch to keep a lookout he did not see the approaching junk until it was about twenty feet away. He put out a fender but it was too late and the boat received the full force of the shock. He stated that his boat was damaged to the extent of \$100.

regarded as privileged creditors. If they were privileged creditors, it was their right to prove their claims, and the point could never have entitled them immediately to the whole of the surplus assets in Hong Kong. The Full Court reserved judgment.

OBITUARY.

Q.M.S. W. S. HILL.

The death occurred on Sunday, at the Military Hospital, Bowen Road, after a very short illness, of Quarter-master Sergeant William S. Hill.

The late Q.M.S. Hill belonged to the H.K.S.B., R.A., 5th Heavy Battery and was about 39 years of age. He was removed to hospital on Saturday and died at 6 p.m. on Sunday, leaving his widow and a son, ten years of age, to mourn his loss.

Arriving in Hong Kong in 1927, Q.M.S. Hill was a very popular officer and had made many friends. He was a member of the Referee's Association, a committee member of the Kowloon Football Club and also a member of the R.A.O.B. (Sincerity Lodge).

The deceased officer was the holder of the Long Service Medal, having had 16 years' service in the Army.

The Funeral.

The funeral took place at Happy Valley yesterday afternoon, the deceased being accorded full military honours.

Sergeants of the Royal Artillery Regiment acted as pall-bearers, the firing party being drawn from the same regiment.

A naval contingent from H.M.S. Otes attended the funeral and followed it to the graveyard.

The Rev. J. C. Knight-Anstey, Chaplain of the Wesleyan Methodist Garrison and Naval Church, officiated, and among those who followed the cortege to the graveyard were Mrs. Hill and Master Billy Hill, and Colonel Thom, Officer Commanding Royal Artillery, together with Brigade Officers, Indian Officers, and the following:—The Prov. Grand Primo of the Grand Council, R.A.O.B., Prov. Grand Primo, R.A.O.B., Prov. Grand Secretary, R.A.O.B., and Messrs. H. Biss and G. N. Mitchell, representing the Kowloon Dock Recreation Club.

The very large number of wreaths testified to the esteem in which the late Q.M.S. Hill was held, and among them were floral tributes from the following:—Widow and Billy, G.O.C. and Staff, H.Q. Command, G.P.P., D.P.G.P. Officers and members of the Provincial Grand Lodge of China, R.A.O.B., G.L.F. members of the R.A.O.B. Club, Hong Kong, W.P. Officers and Brethren of the Oriental Lodge, No. 3254, R.A.O.B., G.L.F., Officer Commanding, Warrant Officers and N.C.O.s, Indian Officers and Indian ranks, H.K. Mule Corps, R.E. Staff, Kowloon, Signals Sergeants' Mess, All Ranks, R.A., Royal Naval Yard Police, R.E. Warrant Officers and Sergeants' Mess, R.A. Sergeants' Mess, Stonecutters, Junior N.C.O.s, Stonecutters, Officer Commanding and members of the Garrison Sergeants' Mess, all ranks, 2nd H.K.S. Battery, R.A., all ranks, Argyle and Sutherland Highlanders, all ranks, South Wales Borderers, the Kowloon Football Club, and R.E.'s Football Club.

MRS. J. S. LANDOLT.

We regret to have to announce the death of Mrs. Landolt, wife of Mr. J. S. Landolt, of the Purchasing Department of the Canadian Pacific Railway.

Mrs. Landolt died at the French Hospital yesterday, following an operation and had not enjoyed good health for some time. Besides the widower, she leaves a small son, aged three, to mourn her loss.

Mrs. Landolt was well-known and had many friends in the Colony. She was the daughter (Cynthia) of Mr. A. E. Tavares, for many years connected with the firm of Alex. Ross & Co. She was about 39 years of age.

The funeral took place yesterday afternoon, the cortege passing the monument at 5.45 p.m.

Numerous wreaths were sent by the following relatives and friends:—The mourners were the husband, Mr. J. S. Landolt, J. M. P. Tavares (father), and F. J. A. M. A. B. and A. E. Tavares (brothers).

Amongst those present were:—Messrs. D. C. Miller, P. M. Xavier, A. A. Lopes, Max Sequeira, E. Christiansen, E. M. Oliveira, C. R. Silva, F. M. Cunha, J. Alves, C. Pina, F. Lopes, S. Marçal, M. Prata, F. Marçal, A. Ribeiro, I. Ismail, M. Franco, F. Souza, J. Ribeiro, C. Azedo, L. Remedios, J. M. Mackenzie, Leung Yuen Wo, W. H. Peters, J. B. Xavier, F. Remedios, P. J. Rodrigues, C. Thwaites, A. J. Howard, E. A. Silva, R. A. Remedios, F. B. Silva, Netto, J. Jorge, H. Xavier, T. C. Monaghan, Mr. and Mrs. H. L. Decker, Mr. and Mrs. Alfred Lee, R. Bass, J. B. Xavier, F. J. Neves, F. J. Brown, N. White, F. Ginzales, F. Schnepel, and others including a large number of ladies and sisters from the French Convent.

Wreaths.

Wreaths were sent by the husband and wife, "Mother and Dad," brothers and sisters, brothers-in-law (Continued on next column.)

RABIES DANGER.

PERTINENT QUESTIONS BY MR. M. K. LO.

TO-DAY'S SANITARY BOARD MEETING.

At to-day's meeting of the Sanitary Board, Mr. M. K. Lo, pursuant to notice, will ask:

"In view of the reported reappearance of one case of rabies in Kowloon, will the Head of the Sanitary Department be kind enough to ascertain from the proper Authority, and state for the information of the public:

(1) What is the maximum period within which a dog can live after showing clinical signs of rabies?

(2) Is the following advice, contained in "The Practice of Medicine in the Tropics" (Edited by Byam & Archibald) Vol. III., page 2212, sound?

Destruction or Observation?

"The biting animal. Do not destroy it, but keep it under observation until definite symptoms of rabies have developed, or for a period of ten days.

"If at the end of this period the animal is still alive and well, then it cannot have conveyed infection; the bitten person is free from risk, and if treatment has commenced it may be discontinued."

(3) After a dog has been injected with anti-rabies vaccine, and then shows signs of that disease, does the period of ten days mentioned above hold good? If not, what should be the period of detention and observation in such a case?

(4) In the interests of public safety, is it the practice—

(a) to keep a dog bitten by a rabid dog in quarantine for observation, and

(b) if so, what is the period of such quarantine?"

"One House, One Well, One Pump."

Mr. M. K. Lo, pursuant to notice, will move:

"That the Select Committee of the Board appointed to exercise the powers and functions of the Board under section 102 of the Public Health and Buildings Ordinance be invited to examine into the existing practice relating to the requirement of 'one house, one well, one pump' and to report to the Board what are the grounds for this requirement and whether and under what conditions it is possible and desirable to relax them."

and sisters-in-law, Harry and Emily, Tilda, Carlos, Dick and Billy, Chico and Cissy, Lucy Alfredo Melina and kiddies.

Mr. and Mrs. E. Stone, Mr. and Mrs. M. B. Kitchell, Mr. and Mrs. A. Kitchell, Mr. and Mrs. D. P. J. Lopes, Capt. and Mrs. W. Davidson, Mr. and Mrs. L. R. Tidsford, Mr. and Mrs. C. F. Marques, Mr. and Mrs. Charles Pryce, Mr. and Mrs. F. X. Sousa, Mr. and Mrs. M. A. B. Souza, Mr. and Mrs. H. P. Lim, Mr. and Mrs. A. A. Lopes, Mr. and Mrs. F. M. L. Soares, Mr. and Mrs. A. C. Botelho, Mr. and Mrs. A. A. Dos Santos Guterres, Mr. and Mrs. T. C. Wao, Mr. and Mrs. Eduardo I. Read Leitao, Mr. and Mrs. Simon Tse Yan, Mr. and Mrs. Geo D'Almada, Mr. and Mrs. F. J. Brown, Mr. and Mrs. J. M. Mackenzie, Mr. and Mrs. F. J. Neves, Mr. and Mrs. J. Henderson, Mr. and Mrs. Alfred Lee, Mr. and Mrs. M. Reis, Mr. and Mrs. A. A. Guterres, Mr. and Mrs. Frederico Ribeiro, Mr. and Mrs. Allan Cameron, Mr. and Mrs. J. M. Noronha, Mr. and Mrs. F. D'Almada, Mr. and Mrs. W. H. Peters, Mr. and Mrs. J. A. V. Ribeiro, Mr. and Mrs. W. H. O. Bourcier, Mr. and Mrs. Luis Gutierrez, Mr. and Mrs. H. L. Decker, Mr. and Mrs. F. X. D'Almada Remedios, Mr. and Mrs. Leung Yuen Woo, Mr. and Mrs. A. E. H. Castro.

Mrs. F. Wong and family, Mrs. H. Y. Noronha and family, Mr. P. J. Julian and family, Chiu and family, Mr. M. A. Gutierrez and family, Mrs. A. Colacao, and family, Mrs. Hattie Guimaraes and sons.

Mrs. Bertha, and Alda C. Ja. Unacarnado Remedios, Albertina Garcia, Miss Winifred Kew, Anita Tavares, Gladys Pereira.

Messrs. D. C. Miller, J. Orm Sheppard, E. J. Ainslie, T. C. Monaghan, R. L. Cunningham, T. Hynes, C. Thwaites, George Kelly, A. Mackenzie, W. J. Howard, W. F. Snegor, N. de Souza, J. J. Lopes, M. A. da Silva, C. S. Roselot, J. M. D'Almada Remedios, T. W. Young, H. M. Young, Fung Pak Ngok, Wong Sing, Kwan Sit Kwan, E. Mowling, Yuen Hing, Peter Tse, Lai Chong Fong, Yam Hing Tang and Wah Yam.

Staff of the Passenger Department, Canadian Pacific, Al. Pong Pong, Kowloon Dock, Insurance Club, Chinese Department, Canadian Pacific Railroad Staff of Reiss, Massey & Co., Ltd.

WHITE SHIRT

VALUE

\$4.95

In all sizes 14" to 18" neck.



Our White Shirts for Day or Sports Wear at \$4.95 are real value. Made from a good quality Long-cloth that will withstand the hardest wear and washing, they will uphold Powell's reputation for quality and service.

Stocked for Day wear with Double Cuffs, and for Sports Wear with Polo or Open Collars with long or short Sleeves, in Coat or Pullover Styles.

"ATLAS"

WHITE POPLIN SHIRTS

These need no introduction to our Hong Kong clientele. Covering many years they have gained in popularity each season. Perhaps better known in the Tennis Styles they are now being shown for Day Wear as well, in Coat or Pullover Styles. They wash well and always look white and clean.

\$6.75

In all sizes from 14" to 18" neck.

\$8.50

Wm. POWELL, Ltd.

10, Ice House Street.

MOST PEOPLE KNOW—

THERE CAN BE NO ARGUMENT

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PORTABLE GRAMOPHONE

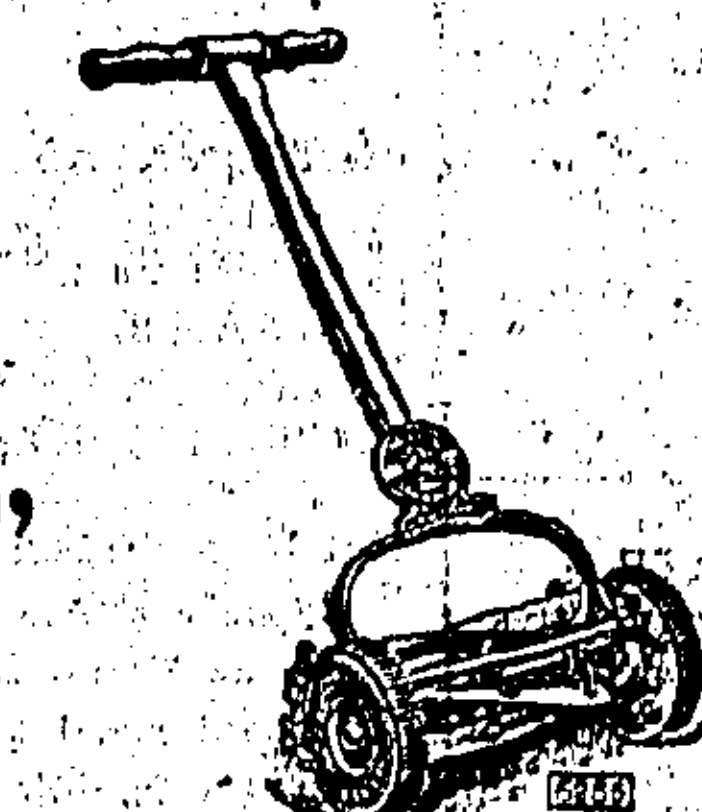
THE COLUMBIA INSTRUMENT HAS BEEN AWARDED THAT POSITION BY EVERY CRITIC OF IMPORTANCE AND THE DISCERNING PUBLIC.



The Anderson Music Co., Ltd.

RANSOME'S LAWN MOWERS

THE "LEO" 12-in. and 14-in. sizes.



THESE new side-wheel lawn mowers have been brought out to meet the demand for light, reliable, low-priced machines, fitted with ball bearings. They possess several important improvements.

Ball Bearings are fitted to the cutting cylinder. These are self-aligning and are enclosed in dust-proof housings.

A Single Screw Adjustment is provided for each bearing for adjusting the cutting cylinder to the blade.

A Spring Attachment is fitted to assist in keeping the rear portion of the machine down to its work.

Extra High Driving Wheels are fitted. These are 8-in. in diameter and have over tyres to prevent the dirt from entering the gearing.

The Standard Cutting Cylinder has six knives with hard steel cutting edges, ensuring an exceptionally long life.

LANE, CRAWFORD, LTD.

(HARDWARE DEPARTMENT.)

NEW ADVERTISEMENTS

THE SOUTH CHINA MOTOR-SHIP BUILDING AND REPAIRING WORKS, LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, 82, GZONG'S BUILDING, 2nd Floor, on TUESDAY, the 26th DAY of AUGUST, 1931, at 12.30 P.M., to receive the Directors' Report and Statement of Accounts, to re-elect Directors, and to re-elect Auditors.

By Order of the Board,
BRANDT & CO.,
General Managers.
Hong Kong, 18th August, 1931. [1067]

HONG KONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT

AT VOLUNTEER HEADQUARTERS

ON FRIDAY, 21st AUGUST, At 8.15 P.M.

ARTISTES—
MRS. NEIL MATHIESON
MRS. F. C. E. RENDALL
MR. W. M. BARTON

THE CORPS BAND.

ADMISSION: \$1.00 (including Tax).

NOTICE.

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOK of the Company will be CLOSED from SATURDAY, 20th, to MONDAY, 22nd AUGUST, 1931, Both Days inclusive.

By Order of the Board,
B. ALVES,
Secretary.
Hong Kong, 17th Aug., 1931. [1064]

THE MACAO JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the non-arrival of Subscriptions from SHANGHAI, the Shareholders are reluctantly compelled to CANCEL the 2nd DAY of the INAUGURAL RACE MEETING, viz: 7th SEPTEMBER. THE MEETING will therefore be held on SUNDAY, 6th SEPTEMBER only.

Draft Programmes with the Necessary Alterations and Entry Forms may be obtained at the Offices of Messrs. PERCY SMITH, SETH & FLEMING, 6, Des Voeux Road CENTRAL.

Entries CLOSE at 10 O'CLOCK NOON, on TUESDAY, 20th AUGUST, 1931.

By Order,
W. L. ALEXANDER,
Secretary.
[1065]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.
The Undersigned Certificates for 150 Old Shares in this Company registered in the Name of the Late ISAAC SAMUEL PERRY have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 30th AUGUST, 1931, New Certificates for said Shares will be issued and the Old Certificates Nos. 6748 dated 2nd June, 1911, and 6749 dated 27th July, 1911, will be thereafter treated by this Company as NULL and VOID.

Certificate No. 6748 dated 2nd June, 1911, for 50 Shares Nos. 38501/38550.
Certificate No. 6749 dated 27th July, 1911, for 100 Shares Nos. 38501/38550 and 129545/129594.

JOHN D. HUMPHREYS & SON,
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The Daily Press.

HONG KONG, AUGUST 18, 1931.

RISKS IN MOTOR RACING.

DURING the current season a number of men have been killed in motor-races or during the preliminary practice which precedes all the great motor-races. Only one such fatality has occurred during 1931 in a British event, when the late F. G. Hicks broke his neck in the course of the Senior Tourist Trophy race in the Isle of Man. Perhaps ten men have been killed in the earlier races of the same series, and probably as many at Brooklands track since it was first opened. These accidents are paralleled by very similar casualties, both in America and on the Continent of Europe. For every man who is killed outright in connection with motor-racing, another dozen are more or less seriously injured. At the end of the 1931 T.T. races the Noble Hospital in the Isle of Man was crowded with accident cases resulting from the racing. At the end of the Senior race an ambulance brought in several persons, including competitors and spectators, who had only been able to receive first aid by the roadside until such time as the course was reopened. Anybody who is brought into close contact with an individual catastrophe of the kind very pardonably begins to cherish serious doubts as to whether motor-racing can be justified at such a cost. The late F. G. Hicks is a case in point. He was a manager of the research department of A. J. Stevens & Co., Ltd., a famous firm of motor-cycle manufacturers. He had graduated to this position from the status of an ordinary mechanic. He failed in the Junior race, when a maladjustment of his carburettor caused an exhaust valve to burn. He was thus, doubly eager to acquit himself well in the senior race. When he stopped at his pit after several fast laps to replenish his tank he received information that he was running second behind two men who were a few seconds faster up to that point. The leader was several minutes ahead; but nobody expected the leader to last the course—in fact, he crashed very shortly after Hicks and was lucky to emerge alive from a terrible fall. Hicks was already using every atom of his available speed and power on the straight sections of this very dangerous course, and

could only gain additional speed by facing extreme risks on the corners. He elected to face the risk, and was killed. In other words, he gambled his neck against, perhaps, £1,000 in immediate cash and the value to his career of the victory which he might have won; and he lost his gamble. These circumstances closely resemble those under which several motor-racing men annually sacrifice their lives. They are circumstances which automatically raise the question whether motor-racing is justifiable.

The answer in terms of pure morality depends very much on how the question is phrased. We should all agree that no man has a right to enlarge his business and fill his pockets by methods which probably involve the death of his employees. But the racing factories in actual practice are extremely anxious that their drivers shall not take such risks; the racing managers are profoundly moved when one of their men is killed, and many factories have raced for years without killing a man or even having one of their men seriously injured. The percentage of serious accidents to the number of drivers is fractional. No factory and no manager in actual practice regard themselves as facing such risks; and there are plenty of veteran racers and record-breakers who have never been hurt. The problem might be phrased quite differently. We might ask whether an individual is justified in risking his neck for money or fame. To this question most people would probably reply that a man's neck belongs to himself, and that if he is single he may gamble in this way if he is so inclined, but that if he is married he should first obtain his wife's consent to the gamble and see that full provision is made for his dependents if he is unfortunate. The problem has not yet been phrased in its most fundamental aspect—namely, whether a man is justified in risking his life in the interests of science. Even here no unanimity can be obtained. The human race would be unanimous in acclaiming a scientist who risked his life, and perhaps perished horribly, in experimenting with some new ray which might furnish a remedy for cancer. But men like Segrave and Hicks have died in the attempt to extend the data on which rapid transport is based. And it is far more difficult to argue that an increase in the speed of transport, whether by air, water, or road, is really vital to human welfare. All we can say is that the human race has become the victim of an irresistible passion for speed in its transport. Nothing but a radical revolution in human thought can prevent us from remaining the victims of this passion until we have plumbed its absolute limits.

Since all civilized races share this passion, it is hardly possible to condemn the men who inspire and direct research work devoted to that end or to pass laws which will hamper the experimenter in serving our common, if possibly illegitimate and absurd, passion. The individual flying pilot or motor-racing driver or speedboat helmsman may chafe to be directed very largely by the hope of personal fame or the expectation of personal fortune, or may be executing a job which falls to his lot without any mental "exploration" of its precise significance and morality. But the governing fact is that all civilized nations are entangled in a quest for high-speed transport, which has momentarily or permanently become a vasty important under the present conditions of social organization. It is as essential to national prosperity in peace as it is completely indispensable in war. And it automatically claims a small but steady toll of human life amongst the engineers who serve the various nations in their quest. Segrave and Hicks are, therefore, in essence as much martyrs to the cause of science as if they had met their deaths in laboratories consecrated to research work in connection with cancer or sleeping sickness.

Psychologically there is no question that a certain percentage of our younger and more adventurous men (and even women) are irked by the gospel of "Safety first." No matter how carefully we might succeed in closing a number of roads which lead to sudden death, they would soon devise other perilous pastimes and professions.

HALE AND HEARTY.

The first thing asked of a President of the United States is that he should be sound in mind and limb, and the first move towards getting a President elected is to get him a medical certificate of fitness. That, at any rate, is the quaint policy adopted by one of Governor FRANKLIN D. ROOSEVELT's political admirers. He is writing a biography of the Governor (with an eye, naturally, to the next Presidential campaign), and has apparently persuaded his distinguished subject to undergo a special medical examination. Three eminent doctors have solemnly pronounced that "his health and powers of endurance are such as to allow him to meet any demand of private and public life." And another enthusiastic Rooseveltian, appraising the Governor's chances in the western States, testified to having seen him, in a Cincinnati hotel, shake hands with 1,500 persons and never turn a hair. It is true that there has been some anxiety that Mr. Roosevelt's health—was once attacked by infantile paralysis, which he has happily shaken off. But that hardly excuses this feverish certification. It has often been said that the first Labour Government in Great Britain fell because the Prime Minister had toothache. But Mr. MacDonald does not periodically inform the electors of Seaham that his teeth have been looked over by a competent dentist and are in good condition. If a candidate in England were to open his campaign by dwelling on his physical fitness his supporters would probably reward his very excellent commonsense by entertaining grave doubts about his mental health.

Sir E. Clarke's Will.

Sir Edward Clarke, the lawyer and politician, who died on April 26 last, aged 90, left £39,429. In his will, which is dated October 19, 1928, Sir Edward refers to Lady Clarke as "my dear wife, whose love and care have given me so many years of happiness," and to her he leaves the contents of his residence, "Peterhouse," at Staines "much of the furniture and many of the pictures which are already her property." The freehold of "Peterhouse" he leaves to the Ecclesiastical Commissioners upon trust to use as the vicarage of the parish of St. Peter's or otherwise to apply it to increase the endowment of the parish church (built at his expense in 1894), on condition that Lady Clarke "shall be allowed to do so." Sir Edward appointed his two sons, Sir Percival and Mr. William Clarke, and "my good friend," Horace Grimston, to be joint executors.

Warning to Wits.

Beware of the Cutting Description. It is strange that so many who would never blacken another's character have no objection to silhouetting it.

Damages?

A mistress was awarded £8 8s. 8d. damages against a servant who left work without notice at Kingston (Surrey). "My client," said her solicitor, "is as likely to get this money as I am to fly."

Siamese Twins Separated.

An operation almost unparalleled in surgery has been performed at a hospital in Baltimore, where girl "Siamese twins" joined at the abdomen at birth, have been separated. They are still alive.

Gripped the Lions Tongue!

A rancher named Gleimann, from the Abercorn district of Rhodesia, who was attacked by a wounded lion, saved his life with great presence of mind, by gripping the tongue of the maddened beast. Mr. Lovatt Campbell, a newcomer from England, rushed to Gleimann's assistance and dispatched the lion with his last bullet. Gleimann was severely mauled.

Training Unemployed Youths.

The premises of a large marine engineering firm at Sunderland may be acquired to provide training facilities for 200 unemployed men between the ages of 18 and 21. The industrial depression has continued so long that there is a fear that, unless some practical training is provided, there will be a shortage of skilled workers when trade improves.

A Presidential Record.

Here is the clocked applause record of President Hoover's Indianapolis speech:

Introduction of the President	2min. 30sec.
Prosperity	3sec.
Avoidance of Strike	3sec.
Immigration Restrictions	12sec.
U.S. Foreign Conditions	5sec.
Against a Dole	14sec.
Farm Protection	8sec.
Twenty Year Plan	12sec.

The system has its merits. We see, for instance, that apart from the references to personalities, the greatest applause was for immigration restrictions and against a dole. It is a method which might be applied with advantage to British politicians. The results obtained would be valuable to their hearers—and to them.

★ Local Notes and Events ★

Correspondence relative to the application for the registration of No. 8, Morrison Hill Road, ground floor, as a dairy will be submitted at the Sanitary Board meeting this afternoon.

The Naval Armament Supply Officer has informed the Harbour Master that a small quantity of fireworks will be fired for proof purposes at the Stonecutter's rifle range to-morrow morning.

The forthcoming marriage is announced of Paulo Maria Benedicto Espirito Santo Ozorio dos Remedios, residing at 2, Granville Road, Kowloon, to Evelyn Benedicta da Luz née Sales, of 2, Peace Avenue, Romuntin.

Owing to the inclement weather, the promenade concert which was to have been given by the band of the 1st Batta. South Wales Borderers at the Botanic Gardens last night has been postponed. The revised date will be announced later.

The presence of a shark about nine feet long within the waters of the Colony was again reported to the police over the week-end. It was seen swimming about Stanley Bay on Friday afternoon near the shore at the south end of the beach.

The case for the prosecution in the case in which thirteen members of the Sik Yee Club of West Point are charged before Mr. Williams under the Gambling Ordinance, was closed yesterday. The hearing will be continued to-morrow afternoon when the defence, represented by Mr. G. K. Hall Bruton, will be opened.

Correspondence relative to the appointment of a Select Committee to advise the Board in the matter of exemptions and modifications from all or any of the conditions laid down in by-law 4 of the by-laws governing food-preserving establishments will be read at the fortnightly meeting of the Sanitary Board to-day.

One case (Chinese) of typhoid fever was reported on Friday and one case (Chinese) of diphtheria during the week-end.

The wedding was solemnised on Saturday at the Registrar's office of Mr. Hugh Peter Lim, last season's captain of the first eleven of the Cravenhoe C.C. and Miss L. Chinn, formerly of Seattle. At a Chinese dinner given at West Point in the evening Mr. and Mrs. Lim were the recipients of the hearty congratulations of their many friends. The honeymoon is being spent at Ropulse Bay.

The Ladies' Section of the Royal Hong Kong Golf Club is giving a party on Tuesday, September 29, at Deep Water Bay. A bridge drive will be held, while the more light-hearted guests will be enabled to indulge in a "tombstone" competition, which is by no means as gloomy an affair as its name would lead one to believe, although the "tombstones" may mark the graves of the hopes of many of the competitors.

A coolie was fined \$1,000 by Mr. J. A. Fraser at the Kowloon Magistrate's court yesterday on being found guilty of unlawful possession of 200 rounds of .32 ammunition. It was stated that the man was seen leaving the m.v. Chichibu Maru by an Indian watchman, who perceiving that the man's coat was bulging, tried to stop him. The man dropped the packet containing the ammunition and bolted. He was later seen trying to get back aboard the ship by climbing a rope and was caught.

At Kowloon Magistrate's court yesterday, three Chinese, Fong Wei Cheung, Yang Tak and Chiu Lam, the latter a woman, were charged with detaining three Chinese boys at 118, Tung Choi Street, without the consent of their parents. Inspector Murphy, of the S.C.A., told the Court that the children were kidnapped in Canton, the smaller of the three being actually kidnapped by the second defendant and brought to Hong Kong by the first accused. Hearing was adjourned till Saturday morning.

Talkie-Biographies.

If anything comes of the reputed intention of a Hollywood concern to produce a film based on the life of Mr. John D. Rockefeller, sen., with Mr. George Arliss in the leading rôle, it should not only be an extremely good film, but may start a fashion in "talkie-biographies" of contemporary celebrities. Mr. Nelson Keys, for example, who is so clever at changing his face in the literal sense—might follow suit with a talkie-biography of Mr. Lloyd George. And Mr. Charles Laughton could portray a convincing Mussolini. While Mr. Ralph Lynn—the greatest "silly ass" on the stage—could give a lifelike portrayal of—but it might be libellous to suggest it.

"Take a Car," Old Man.

A young official of the British Broadcasting Corporation, after suspecting that he was intended to be the victim of an antipodean confidence trickster, finds himself the possessor of a new and costly saloon car. The stranger sat at the official's lunch table, after introducing himself as a New Zealander. He extolled British scenery as seen during a motor trip, and elicited that the official owned a prehistoric little two-seater of the mouse-trap type. "Have mine!" exclaimed the stranger, who took the official's address and departed. This official went home, and was astounded to find his garage occupied by the New Zealander's gift, complete with log-book and insurance certificate. The police, when consulted, assured the official that there was nothing wrong, though the benefactor had disappeared.

Career Like Fairy Tale.

Rather like a fairy tale was how the Registrar at London Bankruptcy Court described the career of Reginald Brandon Trye, one of the former directors of the Blue Bird Motor Company. Originally a tutor, the debtor, he said, became interested in a garage business, and later was a taxi-driver. In 1910 he began the Blue Bird Motor Hiring Company, and his career for the next 20 years was phenomenal. He worked the business up until it was valued at £28,000. Then, unfortunately for him, Lorang appeared on the scene and dealt so improperly with the companies afterwards formed as to bring ruin to everybody concerned, including the debtor. Even during the period that he was wealthy Mr. Trye was living (said the Registrar) at under £500 a year. He thought the debtor was entitled to very great sympathy, and his discharge would be suspended for only three months.

★ Local Notes and Events ★

It is notified at the Harbour Office that firing practice will be carried out by the French sloop Regulus at Gau Tau rock in Mts Bay during this week.

From the Files.

Looking Back 25 Years.

Messrs. R. Matthay and J. W. Osborne, proprietors of the two Kowloon Hotels, are agitating for a modification of their assessments. It appears they pay the maximum liquor license of \$2,400 per annum, in common with the two leading hotels of Hong Kong, the only reason for making the four alike being apparently that they are all over a certain rental value. There are, however, serious points of difference which do not need pointing out. We are requested to emphasize this question, but do not quite see how public sympathy can help. What is needed is to submit the evidence and arguments to the assessors, who are bound to consider them at the proper time.—Hong Kong Daily Press, August 18, 1906.

Looking Back 50 Years.

The British barque Cuba, which arrived here on the 7th inst. gives the following report of a typhoon which she encountered in Lat. 26.50 N. and Long. 122 E. which commenced at 5 a.m. with wind at S.S.E. and a falling barometer. At 6 a.m. wind E.N.E. with much rain, and a heavy sea from the south, barometer 29.10. At noon wind S.E.E. blowing in period hurricane, the sea breaking over the vessel in all directions, swabbing away bulwarks and everything movable of the deck. At 1 p.m. the centre of the hurricane passed the ship; wind S.S.W. blowing away all the sails; barometer 28.40. At 6 p.m. the wind moderated. Since then had moderate southerly wind and calm sea, the current some times running four knots to the E.N.E.—Hong Kong Daily Press, August 18, 1881.

"BIG FIVE" RETURN TO LONDON.

PARLIAMENT MAY BE SUMMONED ON AUG. 19.

[THROUGH REUTERS' AGENCY.]

LONDON, Aug. 17.—The "economy big five"—Mr. Ramsay MacDonald, Mr. Snowden, Mr. Henderson, Mr. William Graham and Mr. Thomas—regathered in London this morning from the four corners of the Kingdom for a meeting at 4 p.m.

There is considerable activity in political circles in anticipation of an expected decision by the Government to summon Parliament after the Cabinet meeting on August 19 in order to pass legislation embodying the Government's proposals.

Various theories continue to be advanced regarding the Government's precise measures, but it seems there is general agreement that a special levy on all kinds of interest bearing securities at least is receiving serious consideration.

"Sheer Malicious Invention."

LONDON, Aug. 16.—A Parliamentary economy bloc, composed of the best elements of all three parties is predicted as the probable outcome of the conversations at No. 10, Downing Street, last week, between the party leaders in regard to the financial crisis.

It is learned that the Economy Committee of the Cabinet (Messrs. MacDonald, Snowden, Henderson, Graham and Thomas) will meet again on Monday and Tuesday to formulate definite proposals aimed at balancing the budget.

These proposals will be submitted to a full meeting of the Cabinet which has been called for Wednesday.

On Thursday, moreover, the General Council of the Trade Union Congress and the National Executive of the Labour Party will meet "to discuss the national financial situation" while Mr. Neville Chamberlain and Sir Herbert Samuel are expected back in London to learn the Government's intentions.

Thursday, therefore, is likely to be a day of vital decisions for the Government. They will then be in a position to learn the attitude not only of the Opposition, but of its own following in the country.

"Sheer Malicious Invention," was the description applied by Mr. Ramsay MacDonald in an interview at Lissieu House today, to a report that a manifesto will shortly be issued by the Party leaders calling for voluntary cuts in salaries and wages.

The Prime Minister said that no proposal had been made for even a temporary all-round cut in wages and salaries. The whole thing was ridiculous. There was nothing which, by any stretch of the imagination, could be made the basis for such a discreditable statement. He declared that Great Britain was as secure as the Bank of England.

REVOLUTION IN CUBA.

REBEL FATE IN HANDS OF U.S.A.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Aug. 16.—The Havana correspondent of the Associated Press reporting brisk fighting with varying fortunes, between the Cuban Government forces and the rebels, says it is believed in Havana that the real fate of the revolutionary movement lies in the hands of the United States.

It is pointed out that powerful bankers in America are deeply involved in Cuba and own many sugar plantations there as a result of mortgage foreclosures.

If they and the State Department withdraw their tacit support of the Machado dictatorship, it is believed that the President would be unable to pay the army and would probably be overthrown.

The correspondent states that ex-President Menocal and other insurgent chiefs, who were recently captured, are now imprisoned in a fortress at Cienfuegos.

Revolutionaries from the United States are reported to have landed arms and ammunition on the Cuban coast.

SERIOUS FLOODS IN MEXICO.

200 CHILDREN DIE OF DYSENTERY.

[THROUGH REUTERS' AGENCY.]

MEXICO CITY, Aug. 16.—Disease and devastation have followed torrential rains in Southern Mexico, and two hundred children are reported to have died of dysentery at San Pedro.

The region most seriously affected is Huasteca where the floods destroyed 100 houses, while the inmates were asleep. The number of casualties is not yet known.

U.S.A. INTERNAL REVENUE.

\$612,000,000 DROP IN FISCAL YEAR 1931.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, Aug. 17.—The internal revenue collections, not including Customs, for the fiscal year, 1931, dropped \$612,000,000 to \$2,428,000,000.

Income Tax declined \$550,000,000 and Corporations Tax \$237,000,000.

BUSINESS SLUMP IN AMERICA.

REACTION OF EUROPEAN SITUATION.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Aug. 16.—The temporary business boom in the United States, created by the announcement of President Hoover's moratorium plan, appears to have died down.

The New York Times weekly index of basic business activity has fallen to a new low record of 72.5 as compared with 73.5 in the previous week, and an estimated five-year normal level of 100.

The index for the corresponding period of 1930 (also a slump year) was 96.9. The previous low record was 73.5 for the week ended June 30.

The only line which has not shown a severe reduction since 1930 is cotton cloth production, which is placed at 96.4 as compared with 77.7.

It is generally felt that there will be no improvement until the European situation clears.

SALE OF SWEEP TICKETS.

ACT OF A "ROGUE AND VAGABOND."

RULING BY THE HIGH COURT.

A King's Bench Divisional Court gave an important ruling on the question of the sale of sweepstake tickets.

Mr. Mead, the Marlborough-street magistrate, had held that before a conviction could take place the defendant must be proved to have been a "rogue and vagabond" at the time of the offence.

The King's Bench judges held that it was not for the prosecution to prove that the defendant's mode of life was that of a rogue and vagabond, but that once the commission of the offence was proved the statute provided that the offender should be so deemed.

The Lord Chief Justice (Lord Hewart) and Justices Avey and Acton composed the Court.

Chief composed Protheroe, of New Scotland Yard, appeared against a decision of Mr. Mead, dismissing a summons charging Mr. C. W. C. Watson, of Blackie's Sportsman's Bureau, Pall-mall, with unlawfully selling Irish sweepstake tickets on the Grand National.

Status of Accused.

Sir Percival Clarke (for the appellant) said that on Feb. 9 Mr. Watson was visited at the Sportsman's Bureau by a police constable, who bought from him two tickets in the Irish sweepstake. The appellant's case was that the facts established an offence against the Lotteries Act, 1932, and the Vagrancy Act, 1824, but Mr. Watson contended that, being of good character, he was not liable to be convicted or punished.

Mr. Mead was of the opinion that, in order to justify a conviction, it must be proved that the status of the accused at the time of committing the offence was that of a rogue and vagabond. Such a status having been disproved by evidence, he held that, although Mr. Watson committed the act imputed to him, he was not liable to be convicted, and dismissed the summons.

Giving judgment, allowing the appeal, Lord Hewart said Mr. Mead found that Mr. Watson had committed the act imputed to him. It was not for the prosecution to prove that the accused's mode of life was that of a rogue and vagabond, but only to prove the commission of the offence alleged. Once that an offender should be deemed to be a rogue and vagabond.

Mr. Mead had given no little thought to the case, but had misdirected himself. The appeal must be allowed.

Justices Avey and Acton agreed, and the appeal was allowed, with costs, and the case went back to the magistrate for him to convict.

FOUR AMERICAN BANKS CLOSE.

"UNPARALLELED PERIOD OF HYSTERIA."

[REUTERS' AMERICAN SERVICE.]

TOLEDO, Ohio, Aug. 17.—A wish to protect depositors during an "unparalleled period of hysteria" is the reason given for the decision of four banks here not opening to-day and tying up over a \$100,000,000 of assets.

The State Banking Department is taking over the institutions. Eleven savings associations are also ceasing to pay out withdrawals.

AMERICA'S COTTON INDUSTRY.

SCHEME TO PROHIBIT GROWING IN 1932.

NEW ORLEANS, Aug. 17.—Predicting a return to prosperity within a fortnight if immediate action is taken, State Governor Long has invited other Governors, Senators and Congressmen of cotton-growing States to meet on August 21 to discuss State legislation for prohibiting cotton raising in 1932.

REARRYING THE DIVORCED.

FIGHT DEVELOPING IN CHURCH IN AMERICA.

British divorce law reformers are watching with keen interest the development of a big fight in the United States over the question of re-marriage.

When the General Convention of the Episcopal Church opens in Denver, Colorado, on September 16, it will have before it an amendment report of its Commission on Marriage and Divorce.

If endorsed, this would permit divorced persons to be married in church, with the service of the Book of Common Prayer. The new canon would thus mean a complete reversal of the Episcopal Church's position.

The proposed change is described as a signal for battle, and in the view of Mrs. Scaton-Teideman, secretary of the British Divorce Law Reform Union, it will be strongly attacked, particularly by the Roman Catholic Church.

"The position in America is similar to the position here," she said to a Daily Herald representative recently. "There is a continuous fight against the re-marriage of divorcees."

"Our own Church takes the view that no one who has a legal spouse alive should be allowed to re-marry in church. Church people in America seem to be finding that that view is too rigid, for it tends to drive more and more people out of the churches."

"Our attitude is that the Church has a perfect right to make its own laws for its own community—but that it has no right to seek to impose those laws upon the population as a whole, or to attempt to influence the national legislation."

Dr. Bernard Iddings Ball, one of America's leading clergymen, has denounced the Commission's report, and has expressed the belief that a large number of priests will resign if it is passed.

AMERICAN ARMS FOR CHINA.

WASHINGTON GRANTS EXPORT PERMISSION.

WASHINGTON, Aug. 7.—It was understood here to-day that the United States Department of State has granted the request of Mr. Yung Kwai, the Chinese Charge d'Affaires in Washington, for permission to export arms and ammunition from America to China.

The amount of arms and munitions involved and the exact character of the shipment in question has not been revealed.

The decision to grant the request of China to import arms and ammunition from America recalls that some time ago Dr. Wu Chao-chu resigned as the Chinese Minister to the United States, because he refused to ask for permits for shipment of arms which he believed would be used against his friends in the revolutionary Chinese Government at Canton.

Mr. Yung Kwai became Chinese Charge d'Affaires and asked the State Department for permission to ship arms and ammunition to China.

PITIFUL SIGHTS AT HANKOW.

HUMAN BODIES SLOWLY COMING TO SURFACE.

[THROUGH REUTERS' AGENCY.]

HANKOW, Aug. 17.—The river rose another three inches during last night, but there was a slight fall this afternoon, and all ports upriver report the river is falling.

Food prices are soaring; little fresh food is available. There are pitiful sights of refugees evacuating the railway embankment with their meagre possessions, some with their belongings on their head struggling along with water up to their chests. A few are still clinging to the embankment, though now only the rails are exposed from the water.

Dead cattle and dogs are floating in the streets and human bodies are also coming slowly to the surface.

RELIEF FOR FLOOD VICTIMS.

(Wah Te Yai Pao.)

SHANGHAI, Aug. 17.—The seriousness of the flood situation in the Yangtze Valley has attracted the Nanking Government to take greater steps to appeal to the Chinese at home and abroad for the relief of the sufferers.

A nation-wide flood relief campaign will be organised to enlist charitable institutions and philanthropists throughout the country in a common effort to relieve the sufferers.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

The typhoon has entered the coast about 60 miles to the east of Hong Kong and is moving slowly northward or filling up. The other typhoon is central about 100 miles to the S.E. of Oshima, moving N.W.

Local Forecast:—W. winds, fresh to moderate; overcast; rain at first; improving later.

COLONEL HURLEY'S VISIT TO EAST.

U.S. SECRETARY OF WAR LEAVES SEATTLE.

SEATTLE, Aug. 9.—Colonel Patrick J. Hurley, the Secretary of War in President Hoover's Cabinet, today was on the high seas en route to Manila by way of Japan and Shanghai. He is to make an inspection of the Philippine Islands, for the administration of which he is directly responsible.

Secretary Hurley was to have sailed with Don Manuel Quezon, the President of the Philippines Senate and the outstanding leader in the Filipino independence movement. But Senator Quezon was left behind in accordance with an announcement of his physicians yesterday. President Quezon, it was announced, requires further rest in a moderate climate. He has been in the United States recuperating from a severe illness for a year and it is not yet known when he will be able to return to the Philippines.

Secretary Hurley sailed from Seattle aboard the Dollar liner President Cleveland. He will reach Shanghai on August 25 and Manila on August 31. In Manila the Secretary of War will be the guest of Governor General Dwight F. Davis. In view of the certainty that Filipino independence demands will create an active issue in the next session of Congress Secretary Hurley is anxious to obtain first-hand information of the insular territory which he administers through Colonel Davis and the staff at Malacanang Palace.

HAIL STONES AS BIG AS FOWLS' EGGS.

DISASTROUS STORM SWEEPS OVER HUNGARY.

BUDAPEST, August 8.—Hail stones as big as fowls' eggs have killed two little boys in a storm which has just swept over Hungary. The storm destroyed a cinema and a power station. It tore off roofs of schools and houses and killed hares, partridges and pheasants, whole flocks.

CATHOLICS APPEAL FOR UNITY.

AGAINST "OFFICIAL ATHEISM" IN SPAIN.

[THROUGH REUTERS' AGENCY.]

MADRID, Aug. 16.—Unite in the struggle against "official atheism" runs a joint Pastoral Letter to Catholics issued by the whole Episcopate, which strongly denounces the new Spanish Constitution as establishing the crudest laicism.

In the meantime, the Radical minority is tabling in the Cortes a motion to prevent the clergy from selling religious property. The clauses in the new Constitution (which will be read to the Cortes on Tuesday) are gradually being revealed. For instance, the death penalty is abolished and secret diplomacy is denounced. The "budget appropriation of 'secret funds'" will be abolished.

RELIGIOUS FEUD IN IRELAND.

FURTHER RIOTS NEAR BELFAST.

[THROUGH REUTERS' AGENCY.]

LONDON, Aug. 16.—Further Catholic-Protestant disturbances occurred in Ulster last night when a large crowd ran riot, smashing the windows of business premises owned by Catholics, and the Convict at Lisburn, near Belfast.

The mob also burned a shop belonging to a widow and attacked the Hibernian Hall. The police repeatedly charged the crowd with batons before order was restored.

[The outbreak is the sequel to the train outrage on the border, when the railway track was torn up and the driver was compelled to send the train to destruction, thus blocking the line.]

MOLLISON CREATES ANOTHER RECORD.

LONDON TO GLASGOW IN 3½ HOURS.

[THROUGH REUTERS' AGENCY.]

LONDON, Aug. 16.—Mr. A. J. Mollison, holder of the record for a flight from Australia to England, created another record today when he flew from London to Glasgow in three hours, 30 minutes.

He was accorded a rousing reception by his parents and friends at the Scottish Flying Club. He also took his mother for a flight.

Mollison was mobbed by a tremendous crowd on his departure. He intends to fly to Boat of Garten in Invernesshire to visit his grandfather.

Mollison also proposes to attempt a Capetown record flight in October in a metal plane which is being prepared for the venture.

LINDBERGH'S FAR EAST FLIGHT.

EXPECTED TO REACH TOKYO ON WEDNESDAY.

[THROUGH REUTERS' AGENCY.]

TOKYO, Aug. 17.—An unconfirmed report states that the Lindberghs, taking advantage of good weather, hopped off from Petropavlovsk for Nemuro and will probably arrive at Tokyo on Wednesday.

A Denial.

TOKYO, Aug. 17.—The report of the Lindberghs' departure for Nemuro has proved to be unfounded.

MEASURES TO MEET UNEMPLOYMENT.

RECLAMATION BUREAU TO DEAL WITH PROBLEM.

Nanking, Aug. 10.—Two model reclamation bureaus, one in the North-east and the other in the north-west, are to be established by the Ministry of Industry to accommodate the large number of flood refugees and unemployed in the country. A comprehensive programme is being drafted by the Reclamation Administration of the Ministry and will be submitted to the Executive Yuan for approval.

A further scheme to assist in reducing the ranks of the unemployed provided for the opening of factories for the "livelihood of the people" in the various districts and municipalities throughout the country. The regulations governing their organisation have been referred to the Ministry of Interior for consideration.

THIRD TEST MATCH.

SECOND DAY'S PLAY HELD UP BY RAIN.

[THROUGH REUTERS' AGENCY.]

MANCHESTER, Aug. 17.—Owing to heavy rain, which lasted for some hours, the field is under water, and in consequence there will be no play in the Third Test Match between England and New Zealand to-day.

KING'S TRIBUTE TO SCOTSMEN.

THE FUTURE IN THE HANDS OF MEN WITH BRAINS.

[THROUGH REUTERS' AGENCY.]

"When Scotsmen aspire earnestly to a purpose, the purpose is already half accomplished," was a tribute paid to Scotsmen by the King when he visited Glasgow on July 30.

The streets from the Central Station to the Bridge Wharf were lined by tens of thousands of people. Outside the station the crowd was disappointed to see a "closed carriage," drawn by four grey horses with two outriders, waiting for their Majesties, but a great cheer went up when, as the King and Queen approached, the signal was given to open the carriage.

The King and Queen were then driven to Bridge Wharf, about a mile away, where they boarded the turbine steamer King George V, moored at the side of the King George V Bridge, and went down the river to Shieldhall.

There they formally opened the new £2,000,000 dock.

Development.

Replying to an address of welcome, the King, who was in admiral's uniform, said:

"This is the third time we have come to the Glasgow Docks, and each occasion has marked a new step in their development. Your address recalls that 34 years ago, during the reign of the great Queen Victoria, I paid my first visit to your city. Then you had only eight miles of quay. To-day you have twelve, and the tannage using your port has all but doubled itself. That in itself is a remarkable record."

"But what chiefly impresses me is your present courage and enterprise. At a moment of industrial depression you are steadfastly preparing for the long hoped-for trade revival. I believe that those who have faith in the future of our nation will not be disappointed, and will reap the full reward of their foresight."

"Two centuries ago Glasgow was the pioneer in the development of trade with North America."

"She has been the window from which Scotland especially has looked out upon the world. She has been the port from which Scotsmen have gone forth to colonise and develop new lands. For a century her ships have sailed every ocean, and there are few corners in the world, however remote, where you cannot find a Glasgow engineer."

"New Worlds."

"It is a great record, but I am convinced that it is not yet ended. There are still new worlds for Glasgow to conquer."

"There is, for example, that Southern half of the American continent from which my dear son, the Prince of Wales, has recently returned, and which I believe will one day be bound to Britain with close commercial ties."

"The future lies in the hands of the men with brains, energy and determination. These qualities the people of the second City of my Empire have never lacked."

The motto of this great City is 'Let Glasgow Flourish.' That is at once an aspiration and a resolve. We shall watch with cordial interest the fulfilment of that hope."

Rain fell and the Queen walked under a large umbrella to the edge of the dock to pour wine from a George III. silver jug into the grey waters, christening the dock "King George V."

REBEL SENTENCES REDUCED.

LENIENCY FOR LEADERS OF REVOLT IN BURMA.

RANGOON, August 10.—Now that the rebellion in Burma has virtually ended the Government is temporising its punishment with leniency. The sentences passed on 13 of the 18 prisoners who were condemned to death for participation in the Pyawgye rebellion have been commuted to imprisonment for life. Another prisoner, who was sentenced to death, has been released on furnishing security for his future behaviour and 40 out of 44 prisoners who were sentenced to transportation have been released under similar guarantees.

MORE RUMOURS OF PEACE.

ROUND TABLE CONFERENCE AGAIN SUGGESTED.

(From Our Own Correspondent.)

CANTON, Aug. 17.—Notwithstanding the hostile and bustle of war and reports of an early clash between the opposing armies in Hunan, hopes for a peaceful settlement of the Canton-Nanking dispute are again being talked of. Prominent figures in the present movement for peace are General Wu Teh Cheng, and Mr. Chang Chi, both Cantonese in service of the Nanking Government. These two men have proposed that a round table conference be held in Shanghai with each faction represented. They have dispatched a telegram to the Canton Government urging it to consider the matter and send representatives to Shanghai.

Mr. Sun Fo, Koo Ying Fun and other members of the Canton National Government, in reply stated that they were not opposed to such a peace conference. The primary objective of the formation of the National Government in Canton, they explained, was to oust Chiang Kai Shek, whose dictatorial actions have long incurred the wrath of the people throughout the length and breadth of the country. So long as he remains in power, they see no hope in such a peace movement. Canton, they pointed out in conclusion, would be a better place than Shanghai for such a proposed round table conference, and Mr. Chang Chi and General Wu Teh Cheng are urged to come down here for the purpose.

Marshal Chiang Kai Shek is reported to be in full favour of the peace movement. But it is certain that he will not give up his office to please his political enemies in Canton. General Wu Teh Cheng and Mr. Chang Chi may come to Canton in the near future to negotiate with the Southern leaders for peace.

CANTON'S REPORTED TERMS TO NANKING.

(Wah Te Yai Pao.)

PEIPING, Aug. 17.—Mr. Chang Chi's second effort to arrange peace between Nanking and Canton has been well received in responsible circles. A reply from several Canton leaders has not been published, but it is learned that the Cantonese authorities have shown a definite wish for peace. Thus the peace movement is taking on a substantial form.

It is said that Canton has suggested the following terms for peace:

(1) The release of Hu Han Min and his reappointment as President of the Legislative Yuan of the Central Government.

(2) A political council to be formed to take charge of the administrations of Kwangtung and Kwangsi, the Canton and Kwangsi leaders to be automatically appointed as members on the council.

(3) In that case the existing National Government at Canton will be abolished.

CHIANG AT LUNGHWA.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, Aug. 17.—Chiang Kai Shek arrived at Lunghwa this afternoon by plane from Kiangsi.

COLLECTING LEGAL CHARGES.

GUNMEN LEVY TOLL FOR TRIAL OF AL CAPONE.

CHICAGO, Aug. 7.—Bookmakers in Cicero, Chicago's most lawless suburb, are being heavily assessed to finance the pending trial of Scarface Al Capone, former racketeer, beer baron and gangster, the Chicago Daily News declared to-day.

The Daily News asserts that its Cicero rangers armed with guns are collecting funds to enable Capone to fight the attempts of the Federal authorities to convict him on scores of charges of violating the federal prohibition and revenue laws.

Several weeks ago Capone pleaded "guilty" to the many charges against him. When he finally appeared for sentence last week the defending and prosecuting attorneys sought to prevent a compromise plea for leniency. Judge James H. Wilkerson, however, refused to accept the recommendation for leniency, and after deliberation he accepted the petition of the defence and allowed the racketeer to withdraw his original plea and plead "not guilty."

Accordingly, a new trial for Capone will start next week. This time he will fight bitterly and by use of every technicality the efforts of the Government, which spent two years in collecting a mass of evidence against him.

U.S. EASTERN TENNIS CHAMPIONSHIPS.

PERRY WINS SINGLES.

(RUTHER'S AMERICAN SERVICE)

New York, Aug. 16.

P. J. Perry, the British Davis Cup player, won the Singles Championship of the U.S. Eastern States at Ryer to-day, defeating J. Gilbert Hall of New Jersey in the final in straight sets, the score being 6-3, 6-2, 6-4, in Perry's favour.

SWIMMING.

IV.—THE BACK CRAWL STROKE: HOW IT IS DONE.

CORRECT BODY POISE IS ALL IMPORTANT.

(By A CORRESPONDENT.)

Specialisation is often advanced as the reason for America's athletic successes. It is being advocated by some swimming authorities in this country, who say and write that an Olympic crown can only be won by specialising in one stroke. Personally, I am convinced that the front and back crawl each tend to help the other.

In the back crawl, even more than in the front, body poise is all important. For the back crawl the back on the water, keeping the body as much on the surface as possible, and in a straight line with a slight bend at the hips. The head should be held fairly high; you should always be able to watch your toes, excepting perhaps, during a short sprint, when it is permissible to drop the head back a trifle; even then it should not be bent back, but only held in a comfortable line with the body.

Shoulders must be kept square, and somewhat higher in the water than the hips, which, however, must not be allowed to sink too low. If the hips are allowed to sink too deep the result will be a sitting position, which will cause the body to plough through the water instead of planing over the surface. The body must be kept straight, toes pointed and feet turned inwards with extended toes just breaking the surface. Maintain this position throughout the stroke.

The arms rotate continuously, the one pulling as the other recovers through the air. The arm enters the water in line with—not at right angles to the shoulder, and must be straight, not curved, above or round behind the head. The legs thrash up and down from the hips. Stroke production, both for legs and arms, will be dealt with in subsequent articles. The faster one is travelling the higher is the body in the water.

Beginners' Faults.

Perhaps the most difficult part of the back crawl is to hold the correct carriage of the head. Most beginners drop the head right back; this has several disadvantages, the chief of which are: (1) it makes arm control more difficult, (2) it causes the water to continually splash over the face, making one choke and hampering breathing. Some swimmers, on the other hand, hold the head too high, which causes tension of the neck muscles and partial closing of the throat. It also tends to force the body to sink at the hips, which is a fault to be avoided. The correct position is to hold the head so that you can just see your toes breaking the surface.

To swim up—keep your body in a straight line on the surface of the water; shoulders square and slightly higher in the water than the hips; legs straight and thrashing up and down from the hips; arms rotating continuously; head fairly high without tensing the neck muscles.

NABAB OF PATAUDI.

TO PLAY CRICKET FOR WORCESTERSHIRE.

The Nabab of Pataudi, who holds the batting record—238 not out—for the inter-university match, and has already scored six centuries in first-class matches, this season, has started to qualify for Worcestershire. He will be able to play for the Midland county in a year's time.

The Nabab had previously offered his services to Kent and Middlesex, but neither of these counties would accept him.

BUDDING AMERICAN HEAVYWEIGHT.

BOOKED FOR FIGHT WITH ARGENTINE CHAMPION.

New York, Aug. 10.—Victorio Campolo, the heavy-weight champion of Argentina, to-day signed a contract to meet Charlie Retzlaff, America's newest heavy-weight champion contender. The bout will be fought in New York on September 3.

EARLY MORNING LANDSLIDE.

SIX KILLED EIGHT INJURED.

NEW JOCKEY CLUB STABLES IN DANGER.

Probably loosened by the steady downpour during the whole of Sunday night, many tons of earth on the site of the Jockey Club stables at Wong Nei Chong, fell over the bank near one of the retaining walls, which are being put up, and buried three matcheds just at the foot of the hill at 2.30 a.m. yesterday. As a result, six Chinese were killed and eight injured, all the men having been engaged in building work on the site. It is feared there might be further land slides and the retaining wall of the new stables appears to be in danger. At one place the debris is about 6 feet deep.

All Asleep.

The men were all asleep in the huts when the mishap occurred and it was so sudden that no one had time to get clear of the mass of earth that came rushing down. The heavy weight of earth completely covered the first and second huts, partially buried the third but did practically no damage to the fourth, which was some distance away from the others.

In the hut nearest the hill, were three occupants, all of whom were killed. Of six sleepers in the second, three were killed and three injured, while four of the men in the third were injured and eight escaped. Altogether there were 34 men in the four houses.

Police officers from Wanchai and ambulances were soon on the scene as were the Fire Brigade, and after some digging, four bodies were recovered. The remaining bodies were not found until 8 a.m. The seven injured were taken to the Government Civil Hospital.

All the casualties were earth coolies employed by the Yee Fook firm, which has a sub-contract on the filling-in work and the erection of the stables.

Anxiety Regarding Retaining Wall.

Engineers from the P.W.D. were busy making a survey of the position in which the new stables have been left by the slide. As there are a few cracks on the hill side, the position of the retaining wall gives cause for some anxiety, particularly as at one point the earth has fallen away to within a few feet of the foundations of the wall.

A Daily Press representative, who was early on the scene, was informed that there were no more bodies buried in the debris but digging was kept up for the greater part of yesterday.

HONG KONG POLICE RESERVE.

(ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.)

General.

Revolver Practice.—The regular weekly revolver practice will take place at the Bowen Road Revolver Range to-morrow at 5 p.m. It will be open to all members of the Chinese Company, Hong Kong Police Reserve.

Training Course.

The weekly classes for Police Reservists at the Chinese Company's Headquarters, 17, Queen's Road Central will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not passed Part II. of Training Course should attend.

Chinese Company.

Revolver Practice.—Revolver practice will be carried out on the Bowen Road Revolver Range to-morrow. All members of the Chinese Company who have not passed Part III. of Training Course this year should attend without fail.

Indian Company.

Inspection Parade.—All ranks of the Indian Company are reminded of the parade to be held at the Police Headquarters to-morrow for a general inspection of Equipment, etc., by the Company Commander. Fall in at 8.30 p.m. sharp under P/Sgt. R. J. Hunt. Dress: White uniform, cap with white cover; belt, truncheon, whistle, armband and badge, "Pocket Policeman" and notebook to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The Equipment Officer will make it a point of being present. Recruits will attend.

Sharpshooters' Company.

Revolver Practice.—Revolver practice will be carried out on the Kennedy Road Range to-morrow at 5.15 p.m. Members will assemble on the range at that time, with revolvers, belts, and holsters. Uniform optional.

(Sgd.) D. L. KING, D.S.P. (R.).

AN UP-TO-DATE HOTEL.

COMFORT AND MODERATE PRICES AT THE "ST. FRANCIS."

The City of Victoria is a city of development. New buildings are being constructed, old ones are being pulled down, whilst many of those remaining are undergoing extensive alterations.

A typical example coming under the latter category is the St. Francis Hotel. Patrons returning to it after a lapse of several months would hardly recognise it, so greatly has its interior changed. The enterprise of the manager Mr. Jean Hind (Alphonse) has made it a most comfortable and up to date hotel. It aims at catering for the person of moderate means, who wants comfort but not luxury, but as regards meals and refreshments Service men are made particularly welcome.

Seventy-five per cent. of the bedrooms are now fitted with private bathrooms and telephones, and one now ascends to the upper floors in a modern lift, instead of being forced to climb several flights of stairs.

An innovation that has proved extremely popular, particularly with service men, is the establishment of lounges on the first floor where one can get drinks of all kinds to the accompaniment of music from an orchestra on the verandah outside. An excellent tea at a moderate charge may also be obtained here, and the crowded state of the lounges each evening testifies to the success of the experiment.

The old service bar on the ground floor has been dispensed with, and in its place is a restaurant where the usual meals can be obtained, and where a business man's tiffin is rapidly becoming a feature of the hotel.

Catering Innovation.

The manager has given particular care to catering for service men, and the new bar is undoubtedly one of the best of its kind in the Colony. Extending the whole length of the ground floor, it is well furnished, and gives a pleasant impression of space and coolness. Music is provided by a wireless set and, when no radio programme is "on the air," gramophone records are played.

Perhaps the most noticeable alteration is in the foyer. Immediately inside the door is a well stocked shop where practically everything from shaving cream to toilet can be obtained.

The reception office, also an innovation, is placed at the back of the foyer, and does much to bring the hotel in line with similar establishments of the most modern kind.

The catering and the quality of the food supplied is very moderate, due, says Alphonse, to the fact that he has dispensed with the compulsory system, and gives the whole question of catering his personal attention.

"Alphonse."

"Alphonse" has been in the hotel business for twenty years, eleven of which have been spent in the Far East. His pet aversion is the compulsory system; that he has the courage of his convictions is proved by his action in doing away with it when he undertook the re-organisation of the hotel, and those who are disposed to doubt the wisdom of his action are advised to visit the ground floor restaurant and to partake of a business man's tiffin and become convinced of the wisdom of his experiment—but, of course, not every hotel has so experienced and energetic a manager.

KILLED BY A HAND TRUCK.

DEATH INQUIRY AT KOWLOON MAGISTRACY.

At Kowloon Magistracy yesterday, an inquiry was held into the death of Wan Ho, aged 46, a sub-contractor to the Army, who died as a result of injuries sustained through being run over by a hand truck at Whitefield Barracks on July 30. The Coroner (Mr. J. A. Fraser) was assisted by a jury.

Inspector Mason told the Court that the deceased was taking the truck down a slope on the day in question with another man when he slipped and fell in front of the vehicle. There were no brakes on the truck which got out of control and the wheel passed over the body of Wan Ho who died shortly after.

Dr. K. H. Utley, of Kowloon Mortuary, gave medical evidence, and after further evidence had been taken from other witnesses, a verdict of accidental death was returned. The jury recommended that trucks of this description should have brakes and be passed by the police before being used.

THE TRIAL OF LORD KYLSANT.

SECRET RESERVES: ATTORNEY-GENERAL AND A £900,000 TRANSFER.

ADJUSTING UPS AND DOWNS: "WHERE IS THE LINE TO BE DRAWN?"

The trial of Lord Kysant and Mr. H. J. Morland on charges arising out of the affairs of the Royal Mail Steam Packet Company opened on July 20 at the Old Bailey.

On Saturday we gave, from the London Morning Post report a summary of the first part of the opening speech for the prosecution by the Attorney General (Sir William Jowitt, K.C., M.P.). The remainder of the opening speech was as follows:—

The Attorney-General then dealt in detail with the balance sheet and profit and loss account for 1926, so lines similar to those made during the police court proceedings, contending that there had been a trading loss on the year, and that what purported to be an account of profits made in the year was, in fact, only really possible at all because there had been a transfer from reserves of £900,000.

Dealing with "secret reserves," Sir William said that he had no doubt that it was by no means uncommon for a company in a good year to set aside out of its profits to what was called secret reserves; that was to say without disclosing to the shareholders that it had done so.

"You may say, 'Well, how does this square with the law, because the law says that you have got to make and publish fair and accurate accounts? How can it be accurate to say that you have only made £200,000 when, in truth and in fact, you have made £220,000?'"

There might be purists and theorists who say that the thing is wrong, but might it not be that the true view was this: "So long as you are presenting a picture of the company as a living whole, so long as you fairly portray what is going on, there is no need why you should show a temporary loss or diminish an unprecedented profit."

Ups and Downs of Business.

Whichever view is right, whether, as the purist would say, it is always wrong to utilise your capital or build up secret reserves, the arena of a criminal court is not the place to fight that out. Therefore I ask you to assume the view which is the more favourable to the defendants.

I may say that no one who has held or is holding the office of Attorney-General would ever think of coming and prosecuting in a simple case where what was done was simple utilisation of secret reserves or the using of secret reserves in a profit and loss account—no one would think of complaining in such a case as that, where it was merely smoothing out or ironing out the ups and downs of business life.

But there obviously comes a point at which the continued and deliberate and excessive utilisation of hidden reserves quite manifestly presents an untrue picture of the company, viewing the company as a continuous and continuing whole, and if such a case were to arise—as is the case I am going to submit here—as in the days of the war, when a shipping company made very large profits and accumulated very large secret reserves, and thereafter steadily, year by year, enormous losses are made, but notwithstanding the enormous losses dividends are paid—the time comes when it is quite obvious that unless something turns up, unless a completely new situation arises, that company is doomed.

To present accounts and to utilise secret reserves in profit and loss account to make it appear that business is going on quite smoothly and happily when in truth and in fact that company is inevitably drifting on to the rocks is, I submit, to present an absolutely untrue view of the company's prospects and the company's business, and not to present a fair and accurate account, as you are bound to by law.

"Drawing the Line."

"If it is said at once, 'You admit you have got to draw the line,' then it is terribly difficult to know exactly where you are going to draw the line."

What the prosecution said in the present case was that the accounts leading up to 1926 showed that what was taking place in 1926 was not a mere casual, unexpected, unforeseen, or temporary happening, but that the situation which had been going on through those years was being developed and maintained in 1926, and that under those circumstances the accounts for 1926 were wholly false.

"Therefore, I would say that if it is said that what has been done in this case has been done before, that it is not unduly oppressive by that—that secret reserves have been built up and used before, I for one do not doubt."

"If it is said that, unless you can do this, you will cause panic

on every temporary 'down' and speculation on every temporary 'up,' and the shareholders will lose in the long run and competitors will be encouraged—within reason I am not complaining of the utilisation of secret reserves, but I do say that our case must be dependent upon its own circumstances. I do not think very much assistance can be gained by considering the circumstances of any other cases. Whether it is right or wrong in any given case must depend upon the circumstances of that case."

Shareholders' Right.

"Smooth out the ups and downs, yes; make temporary, unforeseen happenings disappear, yes; diminish exceptional profit, yes; but you have no right to allow an enterprise which is a shareholders' enterprise, to go down steadily but surely to disaster by letting it live for years on the profits which it made long, long ago, without at least letting the shareholders that you are doing so."

"Do what you like so long as you disclose it. My proposition is that you cannot do it in secret without letting the shareholders know what is going on."

Sir William reviewed the company's affairs from 1921 to 1926. The year 1920 was a bumper year, and 1921 was the first of the bad years. Instead of a surplus there was a deficit of £200,000, and even after the interest on investments there was still a deficit of £460,000. To meet that they utilised special credits to the amount of a million pounds, and then got a surplus of £203,400. Lord Kysant was entitled that year, under his agreement, to £22,000. In 1922 £260,000 of non-recurring items were brought in which turned a deficit for the year into a credit of £723,000. Lord Kysant received that year £23,376.

The year 1923 was a little better than 1922 but that year £300,000, which in no sense related to the year, was brought into the account. That made what was called a balance for the year of £779,114. What had previously been called "profits" for the year was now called "balance" for the year. In that year Lord Kysant received £28,046.

The year 1924 was no better than 1923, and in that year £270,000 of special credits was used to give a balance for the year of £772,000. Sir William said that during the five years 1921-25 the sums taken from reserve made a grand total of £2,800,000. In addition to drawing on those reserves to keep things going recourse had been had to items of a non-recurring character which amounted to £1,600,000, making a grand total of £4,400,000. He thought it right to take off from that the amount of the special debits.

Balance and Profits.

"Why was the word 'balance' used?" His submission was that the word was carefully selected so as to arouse no suspicions in the mind of the man who saw it, and at the same time to enable those who put it forward to say, if it became necessary, "We do not say there was a profit. All we say is there was a balance."

The company had been living on its own fat, to use a homely phrase, for five years, and in 1926 was rapidly becoming a skeleton.

The Attorney-General quoted a letter from the bank in which they stated that certain loans were, they understood, to be repaid from the proceeds of a public issue.

"It is to my mind," said Sir William, "a matter of great importance in this case that you should bear in mind in looking at these 1926 accounts that Lord Kysant is known to have desired to have a public issue."

Sir William said that, so far as he knew, no documents were ever put before Lord Kysant's fellow directors showing that there was any transfer from secret reserve.

Sir William said that in 1927 Lord Kysant instructed Mr. Casen to prepare a preliminary statement to show how things were going to look, and told him to take what was necessary to pay a five per cent. dividend.

"Here is a man who, if a five per cent. dividend is paid, becomes entitled to a very substantial remuneration over and above what he received last year, and here is the seventh consecutive year of loss telling Mr. Casen to take what is necessary. It is an interesting sidelight, too, on the use of the phrase 'adjustment of taxation reserved.'"

The balance for the year in the 1927 profit and loss account was given as £207,000. As the dividend was once more restored to five per cent., Lord Kysant got £220,948. But they only got the balance by transferring £232,000 from reserves or non-recurring items.

Transfers Alleged to be More Than Profits.

In the years 1920 and 1927 they published profits of £223,625 in the one year and £737,322 in the second year. They did not disclose transfers which amounted to more than the entire profits for the two years, and they did this after a five-year period in which they utilised, and did not disclose some £4,000,000 of old reserves or non-recurring items.

So far as Lord Kysant was concerned, each of these accounts was published after he knew and had made up his mind that he was going to the public for a fresh issue.

"It is to be said, 'Well, after all, was not this a right policy? Was it not right that we should put a brave face on things, that we should continue to carry on, keep our name before the public, be ready when the better times come, as come they surely will, to take advantage of those better times? Was not it a good gamble to go on?'"

"You may say was not it a good gamble, was not it a long shot to go on, worth trying? I will say this, that, unhappily, that dock is frequently peopled with optimistic gamblers who gamble with other people's money."

Crown Substitution.

"I must submit first of all that Lord Kysant published these accounts, that they were false, that they were false to his knowledge, and that he published them with intent to deceive the shareholders. With regard to Mr. Morland I must submit that he aided and abetted Lord Kysant in so doing."

Sir William then proceeded to deal with the charge against Lord Kysant only.

Sir William said that Sir William Morland would appear in answer to his subpoena.

"I do not propose," he added, "to ask him any question except on such matters contained in the report which he made in answer to the instructions which Lord Plender gave him. It is only fair to him to let you understand that having made that report the rest of the responsibility is mine, and I am going to take it and not shelter behind anybody else."

(Continued on next column.)

AVIATORS ABANDON TRIP EAST.

BOARDMAN AND POLANDO TO FLY TO MARSEILLES.

Constantinople, Aug. 8.—Changing their plans slightly Messrs. Boardman and John Polando, American aviators of Boston announced to-day that on Sunday they will fly from Constantinople to Marseilles, instead of to Genoa.

Recently Messrs. Boardman and Polando in their monoplane, the Cape Cod, established a new world's distance flight record by flying without a stop from New York to Constantinople. They had planned to fly from Constantinople to Calcutta and thence to India-China and perhaps Shanghai. But they have abandoned this project and at Marseilles they will ship their plane and board a steamer for America.

What plans they have to execute following their arrival in America have yet to be announced.

Messrs. Boardman and Polando took off from Constantinople for Marseilles at 5.45 o'clock this morning in their monoplane, the Cape Cod. From Marseilles the American aviators, who hail from Boston, will ship their plane to the United States by steamer.

When Sir William concluded his speech Sir Patrick Hastings renewed his application or a separate trial of the count which concerns Lord Kysant alone, but on Sir William Jowitt intimating in reply to the Judge that the Crown wished all the counts to be taken together, his Lordship said that he thought the Crown was entitled to do so.

Sir John Simon, referring to the request he had made for further particulars to be given in the counts, said that he thought after the opening that such a course would not be necessary. The case was adjourned.

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Staged in the great outdoors of the North Woods, and bringing to the talking screen amazingly thrilling scenes of blizzards and avalanches.

NEXT CHANGE

Another Universal Production

"BAD SISTER"

featuring

Conrad Nagel, Sidney Fox, Humphrey Bogart, Zasu Pitts, Slim Summerville

Directed by

HOBERT HENLEY

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AN ALL-STAR CAST.

A TRAGEDY that will teach the crooks a good lesson.

Nothing is happier than a real peace in mind.

Additional Attractions: Movietone News.

NEXT CHANGE

THIS IS HEAVEN

(United Artists Production)

THE SILVER SCREEN.

KING'S THEATRE.

"DON'T BET ON WOMEN."

"Don't Bet On Women," a modern sophisticated scintillating comedy of lessons that sparkles and direction that is masterful, is now showing at the King's Theatre, where a large audience by virtue of their continuous laughter and loud applause marked it one of the finest pictures to be shown on the local screen this season.

Edmund Lowe as the man-about-town again proves that at drawing room comedy he has no equal, while Jeanette MacDonald as his attorney's wife, whose kisses are not to be won for a wager but to be had by the man she likes, gives a performance which outranks even her great portrayal in "Oh, For A Man."

In this Fox Movietone, which was adapted from the original story, "All Women Are Bad," Lowe makes a wager with his attorney that within forty-eight hours he will kiss the first woman who crosses his path. Miss MacDonald is that woman, and when he endeavors to call off the bet to save his attorney embarrassment the man refuses his offer, and later, after the wife has learned of the bet, both men want to call it off but she will not listen to it. She insists that the wager is on and that it will give her the opportunity of studying Lowe's technique. This she does but teaches both men more about the ways of a woman than either of them dreamed it was possible to know.

Roland Young gives an excellent performance as the attorney, while Una Merkel and J. M. Kerrigan are simply superb in the other important roles. While passing around the well-deserved bouquets, one must not overlook William K. Howard, who has turned out a production that he can well be proud of.

"QUICK MILLIONS."

Nothing succeeds like success, is the opinion of Rowland Brown, director of the Fox romance, "Quick Millions," which comes next to the King's Theatre.

Just a few months ago, Brown was a struggling Hollywood writer. Occasionally he sold a story to some small producing firm on "Poverty Row," sometimes he helped direct productions for companies of that class.

Then he wrote and sold "The Doorway To Hell." Contracts were offered him by every producer in Hollywood. He signed with Fox and was put to work with Courtenay Terrett, former New York newspaper man, on a different type of picture of big business to-day.

Executives were so pleased with the story that they gave Brown another contract as a director, and he was permitted to film his own production.

"Not long ago I was lucky to sell a story to anyone," Brown remarked philosophically. "Now I can sell more than I can write. My stories are no better now than they were before, but I was lucky enough to get a break."

Spencer Tracy, who starred in "The Last Mile" on Broadway, and recently made his talking picture debut in "Up The River," has the star role in this picture. Others prominent in the cast include Marguerite Churchill, Sally Eilers, John Wray, Robert Burns, Warner Richmond and George Raft.

KING'S THEATRE
HONGKONG'S FINEST CINEMA

LAST TWO DAYS

At 2.30, 5.10, 7.15 and 9.30 P.M.



MEET TALLULAH—

and her idea of a limerick:

There was a young lady from Athens
Who hand-painted China just lovely
When people said oh
She said I don't care
You don't get paid much for it anyway.

UNA MERKEL
THE FUNNIEST
FLAPPER ON
THE SCREEN

But take a tip from Tallulah it's always the dumb ones who get their man—

SHE'S ONE LONG GIGGLE IN THIS
MAD-MERRY-LOVE-COMEDY

DON'T BET ON WOMEN

EDMUND LOWE

JEANETTE MACDONALD

FOX
PICTURE

Directed by WILLIAM K. HOWARD

—NEXT CHANGE—

FOX



SPENCER TRACY

Quick Millions

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CENTRAL THEATRE.

"THE STORM"

One of the most gripping pictures ever brought to the screen is "The Storm," Universal's stirring romantic drama of the Canadian wilds, which opens at the Central Theatre to-day.

"The Storm" is a tremendous drama both from its human and natural angles. Added to the fierce conflict of human hearts is the rage of the elements in a most primitive setting. The scenic effects of the picture are as beautiful and awe-inspiring as the human situation is compelling.

"The Storm" deals with the eternal triangle in a most unique setting. Two men and a girl are imprisoned by winter in a snow-bound cabin in the wilderness of Western Canada. The girl is a naive, impulsive French-Canadian, her natural impulses untempered by contact with civilization. The men are of widely different types. One is a city man, suave and polished, the other a stalwart frontiersman. Both love the girl—each in his own way.

Slowly desire for the woman threatens their old friendship, and the girl, liking both, gives no definite sign of where her heart really lies. Meanwhile the supply of food in the cabin slowly dwindles, until it becomes apparent that there is only enough to last two persons until spring, when the trail will be open again.

With such a central situation "The Storm" could hardly help being a picture of terrific conflict and suspense, but its power is immeasurably heightened by its natural thrills. A breath-taking avalanche, a swirling "lizard," a canoe shooting the rapids of the wild river, and tremendous realistic effects are a few of the big moments of the picture.

Lupe Velez has never been seen to better advantage than as the little French-Canadian girl. Her natural vivacity makes her role an ideal one.

A feature of her part is the singing of a delightful song, "Chansons de Pierrot et Pierrette." Paul Cavanagh and William Boyd are cast as the old friends who are torn by desire for the one woman. Both add to their already distinguished reputation by their work in this picture. Important

roles also are portrayed by Alphonse Ethier and Ernie S. Adams. William Wyler, director of "The Storm," which is based on Langdon McCormick's famous stage success of the same name.

"BAD SISTER."

A screen treat is assured the patrons of the Central Theatre in their next attraction which is Universal's lively comedy drama, "Bad Sister," and which presents a remarkable cast, including Conrad Nagel, Sidney Fox, Bette Davis, Slim Summerville, Zasu Pitts and many other motion picture favorites.

This interesting picture tells the story of an innocent girl who trifles with the affections of many men, and who finally comes face to face with a bitter disillusionment. The original story was written by Booth Tarkington, and the picture was filmed under the direction of Robert Henley.

QUEEN'S THEATRE.

"ABRAHAM LINCOLN."

The only fictitious character in D. W. Griffith's "Abraham Lincoln," the boy who was saved from a deserter's grave through the Liberator's sympathy for human frailties, is played by James Eagles, a newcomer to the screen, though he has been a juvenile stage actor for many years. Eagles' part was written into Stephen Vincent Benet's script for the purpose of epitomizing Lincoln's supreme charity.

"Abraham Lincoln," a United Artists picture, is playing at the Queen's Theatre with a cast of 112 principal speaking players.

"CRAZY THAT WAY."

Lumsden Hare, who plays the indulgent father of Joan Bennett in the Fox Movietone production, "Crazy That Way," directed by Hamilton MacFadden, has devoted more than thirty years of his life to the stage and screen both in this country and in Europe, during which time he has circled the globe three times.

Before joining the Fox Movietone forces, he directed several stage successes, including "Elmer Gantry," "What Every Woman Knows," "The Titled," "Peter's Mother,"

"Lord and Lady Algy" and George Bernard Shaw's "Getting Married."

"Crazy That Way," showing on Thursday at the Queen's Theatre, is an audible version of the successful stage play "In Love With Love." Its central figure is a beautiful girl of wealth and social prestige, played by Joan Bennett, who is courted by many men but loves none of them.

MAN MALICIOUSLY PROSECUTED.

FIRM TO PAY \$350 DAMAGES.

A jury at the Birmingham Assizes assessed damages at \$350 in a case in which Frederick Quine Bridson, of Thornbury Road, Handsworth, Birmingham, sued Baldwin's (Birmingham), Limited, of Lansdale Street, Birmingham, for alleged malicious prosecution.

The trial has lasted two days. Mr. Bridson alleged that he was wrongfully arrested on a charge of stealing his employers' goods, tried at the Quarter Sessions, and acquitted by a jury. He alleged that he was not only wrongfully arrested but maliciously prosecuted. The charge related to goods valued at 13s., and it was said that Bridson as a result of the case was a broken man, because, despite his acquittal, he had been unable to secure employment since.

The defence contended that the case rested not on whether a man was charged and acquitted but on the attitude of the prosecutors, whether or not they acted maliciously. The jury's replies to a series of questions were:

Were the defendants actuated by malice in proceeding criminally?—Yes.

Did the defendants genuinely believe that a theft had been committed by the plaintiff?—No.

Did the defendants take reasonable care to inform themselves of the true state of the case?—No.

Did the manager direct the police to arrest the plaintiff, or did the police arrest him independently?—They were directed by the manager. Was the plaintiff wrongfully dismissed?—Yes.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programmes.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notices, etc.

Relay from the Rotary Club tiffin of Mr. D. M. Maynard's speech on "A Trade Commissioner at work."

2 p.m.—Close down.

6 to 8 p.m.—European programme of Victor records supplied by Messrs. Tsang Fook Piano Co.

6 to 6.27 p.m.—

Band Selections.

"Boccaccio—Tarantella, e. Valzer" (Franz von Suppe).

"Marcia Turca" (Mozart).—Banda Creatore.—08711.

"El Capitan March" (Souza).

"Stars and Stripes Forever" (Souza).—Arthur Pryor's Band. 35905.

"Tripoli" (D'Anna).

"Syncopation" (Creatore). Creatore's Band.—35758.

6.27 to 7 p.m.—

Variety.

Vocal Duet—"When It's Spring-time in the Rockies."

Vocal Duet—"Sleepy Rio Grande."—Bud and Joe Billings.—V-40088.

Organ Solo—"Lenox Avenue Blues."

Organ Solo—"St. Louis Blues."—Thomas Waller.—20357.

Banjo Solo—"The Doll Dance."—Eddie Penbody and his Banjo.—20098.

Chorus—"Honey."—Utica Institute Jubilee Singers.—20500.

Violin Solo—"Roumanian Gypsy Song"—Lazaros Constantine.—21175.

Song—"Desert Blues."

Song—"My Carolina Sunshine Girl."—Jimmie Rodgers.—V-40090.

7 p.m.—Stock quotations, mail notices, etc.

7.05 to 7.30 p.m.—

A Concert.

Song—"Mighty Lak' a Rose" (Stanton-Nevin).—Frances Alda (Soprano).—1159.

Violin Solo—"From the Land of the Sky-Blue Water" (Cadmian-Kreiser).

Violin Solo—"Aloha Oe" (Liliuokalani-Kreiser).—Fritz Kreiser.—1115.

Piano Solo—"Polish Dance" (Scharwenka).—Hans Barth.—20203.

Song—"Moonlight and Roses" (Black-More).—John McCormack (Tenor).—1092.

Song—"The Sweetest Call" (Troon-Morrow).—John McCormack (Tenor).—1092.

Violin Solo—"Caprice Antique" (Balogh-Kreiser).—Fritz Kreiser.—1093.

7.30 to 7.47 p.m.—

Light Opera Gems.

Gems from "Pinafore" (Gilbert-Sullivan).—Victor Light Opera Company.—33338.

Gems from "The Chocolate Soldier" (Stange-Strauss).—Victor Light Opera Co.

Gems from "The Merry Widow" (Leon-Lehar).—Victor Light Opera Co.—35416.

7.47 to 8 p.m.—

Orchestral.

(a) "Gnomes" (Reinhold). (b) "Dwarfs" (Reinhold).—Victor Orch.

(a) "Fairies" (Schubert). (b) "Clowns" from "Midsommer Night's Dream" (Mendelssohn).—Victor Orch.—19882.

"Evening Song" (Schumann).—Victor String Ensemble.—19354.

"Marcheta" (Scherzinger).—Victor Salon Orch.—19878.

8 p.m.—Local time and weather report.

8.05 to 11.30 p.m.—Ko Shing Theatre relay.

10.30 p.m. (approx.). Rugby mid-day Press news.

11.30 p.m.—Close down.

TREASURE HUNT

ACQUITTAL.

BRIGHT YOUNG PEOPLE.

"Bright young people" of East Surrey have been cleared from a cloud of suspicion.

It started with a treasure hunt, in which they took part in their cars. Next morning a porter found on the line at Dormans Station, near East Grinstead, a trolley which had been smashed to pieces by a Brighton train.

The treasure hunters were suspected of having placed the trolley on the line, but the police have now proved that the trolley could not have been placed there until after 6 a.m., whereas no bright young people were seen after midnight.

QUEEN'S THEATRE

TO-DAY & TO-MORROW At 2.30, 5.10, 7.15 & 9.20.

THE WONDER PICTURE OF THE CENTURY

JOSEPH M. CECIL

D.W. GRIFFITH'S "ABRAHAM LINCOLN" with WALTER HUSTON and UNA MERKEL



—ADDED ATTRACTION— LOCAL SPORTS NEWS

—NEXT CHANGE—

The same way over many but only that way over one. Just a big hearted girl with a one way mind in this all talking Fox Movietone comedy—

with

JOAN BENNETT

and

KENNETH MACKENNA

Presented by

William Fox



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M.V. "VOGTLAND" (1) Genoa, Rotterdam & Hamburg	3 Oct.	

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ARRIVALS FROM EUROPE.

VESSEL	FROM	ARRIVING
M.V. "VOGTLAND" (1)	Genoa	8 Sept.
M.V. "BURGENLAND" (1)	Genoa	15 Sept.
M.V. "HAEVILLAND" (2)	Genoa	30 Sept.

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EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Aug. 25.
Aliporo due from Shanghai Aug. 10.
Angers due from Shanghai Aug. 18.
Asphaltum due from New York Sept. 7.
Atsuta Maru due from Manila Aug. 20.
Bendoran due from Straits Aug. 24.
Bokuyo Maru due here Aug. 30.
Burduwan due from Europe Sept. 11.
Calchas due from Europe Sept. 14.
Cathay due from Japan Sept. 12.
Change, arrived from Manila Aug. 11.
Chichibu Maru arrived from Shanghai Aug. 15.
Coblentz due from North China ports Aug. 22.
Col. di Lana due from Bombay Aug. 24.
Cremor due from Straits Aug. 10.
Duisburg due from Europe Sept. 13.
Emp. of Asia due from Vancouver Sept. 16.
Emp. of Japan due from Vancouver Sept. 4.
Emp. of Russia due from Shanghai Aug. 19.
Eumaeus, due from Hankow Sept. 3.
Fulda due from Europe Aug. 20.
Fushimi Maru due from Shanghai Aug. 21.
Gange due from Aden Aug. 10.
Genoa Maru due here Aug. 20.
Glenamoy due from Japan Sept. 4.
Glenavoy due from Japan Aug. 21.
Glenluce due from Europe Aug. 21.
Hakodate Maru arrived here Aug. 10.
Hakozaki Maru due here Sept. 4.
Hakusan Maru due from Straits Aug. 21.
Hector due from North China ports Sept. 2.
Heian Maru due here Aug. 20.
Hiye Maru due from Japan Aug. 23.

Ixon due from Vancouver Sept. 10.
Kaga Maru due here Sept. 10.
Kalyan due from Europe Aug. 27.
Kangawa Maru due here Aug. 23.
Karmala due from Japan Aug. 23.
Kitano Maru due from Japan Aug. 21.
Kulmerland due from Shanghai Aug. 18.
Kumsang arrived from Straits Aug. 17.
Kurama Maru due here Aug. 20.
Lima Maru due here Aug. 21.
Mantua due from Europe Sept. 10.
Mendaus due from North China ports Sept. 10.
Menestheus due from Europe Sept. 7.
Nagato Maru due here Aug. 28.
Nankin due from Europe Aug. 23.
Oldenburg due from Japan Sept. 18.
Orestes due from Singapore Aug. 20.
Padua due from Japan Aug. 21.
Pheimus due here Sept. 7.
Philoctetes due from Shanghai Aug. 18.
Pres. Harrison due from Shanghai Aug. 23.
Pres. Lincoln arrived from Manila Aug. 17.
Pres. Madison due from Manila Aug. 22.
Pres. Pierce due from Japan Aug. 24.
Protestants arrived from Japan Aug. 16.
Rangoon Maru due here Aug. 23.
Rantan Pandang due from Sandakan Aug. 23.
Santhia due from Japan Aug. 22.
Sarpedon due from Europe Sept. 18.
Sardhana due from Calcutta Sept. 9.
Sphinx due from Saigon Aug. 18.
St. Albans due from Australia Aug. 23.
Taiping due from Australia Sept. 8.
Taiyo Maru arrived from Manila Aug. 10.
Takada due from Calcutta Aug. 25.
Takotoyo Maru due here Aug. 31.
Tanda due from Japan Sept. 9.
Tango Maru due here Aug. 28.
Tjinegara arrived from Amoy Aug. 16.

ADEM.

Angers, M.M., Aug. 18.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Karmala, P. & O., Aug. 23.
Hilda, Dodwell's, Aug. 30.
General Metzing, M.M., Sept. 1.
Gange, Dodwell's, Sept. 1.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Soudan, P. O., Sept. 19.

ALEXANDRIA.

Pres. Harrison, Dollar, Aug. 23.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.

AMOI.

Huichow, B. & S., Aug. 19.
Kumsang, Jardine's, Aug. 19.
Tjibadak, J.C.J.L., Aug. 20.
Tsinan, B. & S., Aug. 20.
Haiching, Douglas, Aug. 21.
Haining, Douglas, Aug. 21.
Tjileboet, J.C.J.L., Aug. 23.
Taiyuan, B. & S., Aug. 27.
Takada, B.I., Aug. 27.
Suhsang, Jardine's, Sept. 2.
Tjikembang, J.C.J.L., Sept. 3.
Sirdhana, B.I., Sept. 11.
Kitsang, Jardine's, Sept. 19.

ANTWERP.

Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Karmala, P. & O., Aug. 23.
Hakozaki Maru, N.Y.K., Sept. 5.
Annam, Mannars, Sept. 7.
Soudan, P. O., Sept. 19.

AUSTRALIAN PORTS.

Change, B. & S., Aug. 18.
Kitano Maru, N.Y.K., Aug. 22.
Tanda, E. & A., Sept. 2.
Taiping, B. & S., Sept. 15.

BALTI PORTS.

Annam, Mannars, Sept. 7.
Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 7.

BANGKOK.

Kaying, B. & S., Aug. 23.

BARCELONA.

Kulmerland, Johnson, Aug. 18.
Coblentz, Melchers, Aug. 22.
Fulda, Melchers, Sept. 19.

BELAVAN-DELL.

Cremor, J.C.J.L., Aug. 27.

BOMBAY.

Aliporo, P. & O., Aug. 18.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 1.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.

BOSTON.

Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Chinese Prince, Furness, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Takotoyo Maru, N.Y.K., Aug. 27.
Pres. Hayes, Dollar, Sept. 1.
Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 7.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

BREMEN.

Frankfurt, Melchers, Aug. 18.
Coblentz, Melchers, Aug. 22.
Annam, Mannars, Sept. 7.
Saale, Melchers, Sept. 19.

BRINDISI.

Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 9.

CALCUTTA.

Santhia, B.I., Aug. 23.
Fushimi Maru, N.Y.K., Aug. 22.
Tsinan, B. & S., Aug. 20.
Kumsang, Jardine's, Sept. 8.
Bengal Maru, N.Y.K., Sept. 18.
Takada, B.I., Sept. 21.

CASABLANCA.

Philoctetes, B.F., Aug. 18.
Karmala, P. & O., Aug. 20.
Mendaus, B.F., Sept. 15.

CEBU.

Tantalus, B.F., Aug. 23.
Eumaeus, B.F., Sept. 3.
Phemius, B.F., Sept. 7.

CHEFOO.

Huichow, B. & S., Aug. 19.
Cheongshing, Jardine's, Aug. 21.
Chipping, Jardine's, Aug. 30.
Kueichow, B. & S., Sept. 1.

COLOMBO.

Angers, M.M., Aug. 18.
Aliporo, P. & O., Aug. 19.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
Glenavoy, Jardine's, Aug. 25.
Nagato Maru, N.Y.K., Aug. 27.
Karmala, P. & O., Aug. 23.
Hilda, Dodwell's, Aug. 30.
General Metzing, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Glenamoy, Jardine's, Sept. 15.
Sphinx, M.M., Sept. 15.
Pres. Filmore, Dollar, Sept. 20.

COPENHAGEN.

Annam, Mannars, Sept. 7.

DALNY.

Chichibu, B. & S., Aug. 20.
Fulda, Melchers, Aug. 24.
Tanda, E. & A., Aug. 24.
Aeneas, B.F., Aug. 25.

DUTCH PORTS.

Frankfurt, Melchers, Aug. 18.
Kulmerland, Johnson, Aug. 22.
Philoctetes, B.F., Aug. 18.
City of Lille, Bank, Aug. 19.
Coblentz, Melchers, Aug. 22.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Santhia, B.I., Aug. 23.
Glenavoy, Jardine's, Aug. 25.
Karmala, P. & O., Aug. 23.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Oldenburg, Johnson, Sept. 5.
Annam, Mannars, Sept. 7.
Saale, Melchers, Sept. 9.
Burgeland, Johnson, Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Mendaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.

FOODROW.

Haiching, Douglas, Aug. 19.
Huichow, B. & S., Aug. 19.
Cheongshing, Jardine's, Aug. 21.
Haiching, Douglas, Aug. 21.
Haining, Douglas, Aug. 25.
Chipping, Jardine's, Aug. 30.
Kueichow, B. & S., Sept. 1.

GENOA.

Frankfurt, Melchers, Aug. 18.
Kulmerland, Johnson, Aug. 18.
Coblentz, Melchers, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Tantalus, B.F., Aug. 25.
Hilda, Dodwell's, Aug. 30.
Japan, Gilman's, Sept. 1.
Oldenburg, Johnson, Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Lyons Maru, N.Y.K., Sept. 13.
Burgeland, Johnson, Sept. 14.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

GIBRALTAR.

Fushimi Maru, N.Y.K., Aug. 22.
Hakozaki Maru, N.Y.K., Sept. 5.
Cathay, P. & O., Sept. 12.

GLASGOW.

Tantalus, B.F., Aug. 25.
Hector, B.F., Sept. 2.
Eumaeus, B.F., Sept. 3.

GOTHENBURG.

Japan, Gilman's, Sept. 1.

HAIPHONG AND HOIHOW.

Kiungchow, B. & S., Aug. 23.
Kiungchow, B. & S., Sept. 11.

HAMBURG.

Frankfurt, Melchers, Aug. 18.
Kulmerland, Johnson, Aug. 18.
Philoctetes, B.F., Aug. 18.
City of Lille, Bank, Aug. 19.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 23.
Glenavoy, Jardine's, Aug. 25.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Oldenburg, Johnson, Sept. 5.
Annam, Mannars, Sept. 7.
Saale, Melchers, Sept. 9.
Burgeland, Johnson, Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Mendaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.

HANKOW.

City of Lille, Bank, Aug. 19.
Padua, P. & O., Aug. 23.
Tantalus, B.F., Aug. 25.
Eumaeus, B.F., Sept. 3.
Soudan, P. & O., Sept. 19.

HONOLULU.

Pres. Lincoln, Dollar, Aug. 18.
Taiyo Maru, N.Y.K., Aug. 18.
Pres. Pierce, Dollar, Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.

HULL.

Padua, P. & O., Aug. 23.
Karmala, P. & O., Aug. 23.

JAPAN PORTS.

Pres. Lincoln, Dollar, Aug. 18.
Sphinx, M.M., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Taiyo Maru, N.Y.K., Aug. 18.
Gange, Dodwell's, Aug. 19.
Kumsang, Jardine's, Aug. 19.
Orestes, B.F., Aug. 20.
Atsuta Maru, N.Y.K., Aug. 21.
Hakusan Maru, N.Y.K., Aug. 21.
Lima Maru, N.Y.K., Aug. 21.
Protestants, B.F., Aug. 22.
Kangawa Maru, N.Y.K., Aug. 23.
Shantung, Gilman's, Aug. 23.
Col. di Lana, Dodwell's, Aug. 24.
Hiye Maru, N.Y.K., Aug. 25.
Genoa Maru, N.Y.K., Aug. 27.
Nankin, P. & O., Aug. 27.
Takada, B.I., Aug. 27.
Emp. of Russia, C.P.S., Aug. 28.
Kalyan, P. & O., Aug. 28.
Tango Maru, N.Y.K., Aug. 28.
Glenluce, Jardine's, Aug. 31.
St. Albans, E. & A., Aug. 31.
Porthos, M.M., Sept. 1.
Teiresias, B.F., Sept. 1.
Takotoyo Maru, N.Y.K., Sept. 2.
Suhsang, Jardine's, Sept. 2.
Vogland, Johnson, Sept. 3.
Trave, Melchers, Sept. 4.
Asphaltum, B.F., Sept. 7.
Menestheus, B.F., Sept. 7.
Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembroke, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burduwan, P. & O., Sept. 12.
Bokuyo Maru, N.Y.K., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Duisburg, Johnson, Sept. 13.
Calchas, B.F., Sept. 14.
Chenonceaux, M.M., Sept. 15.

Kobe.

Chichibu, B. & S., Aug. 20.
Fulda, Melchers, Aug. 24.
Tanda, E. & A., Aug. 24.
Aeneas, B.F., Aug. 25.

Kobe.

Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Chinese Prince, Furness, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Takotoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NEW GUINEA.

Bremerhaven, Melchers, Aug. 18.

NEW YORK, BOSTON, etc.

Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Chinese Prince, Furness, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Takotoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NEW ZEALAND.

Chichibu, B. & S., Aug. 20.
Tanda, E. & A., Aug. 24.
Aeneas, B.F., Aug. 25.

NORFOLK.

Angers, B.F., Aug. 25.
Fulda, Melchers, Aug. 25.
Takotoyo Maru, N.Y.K., Sept. 1.
Trave, Melchers, Sept. 4.
Sardpedon, B.F., Sept. 18.
Trior, Melchers, Sept. 21.

OCEAN.

Frankfurt, Melchers, Aug. 18.
Japan, Gilman's, Sept. 1.
Saale, Melchers, Sept. 9.

PARROT.

Kiungchow, B. & S., Aug. 23.
Kiungchow, B. & S., Sept. 11.

PANAMA.

Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Takotoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Wilson, Dollar, Sept. 15.

JAVA PORTS.

Tjinegara, J.C.J.L., Aug. 18.
Tjibadak, J.C.J.L., Aug. 25.
Tjibadak, J.C.J.L., Sept. 1.
Tjibadak, J.C.J.L., Sept. 1.
Tjibadak, J.C.J.L., Sept. 15.
LISBON.

LIVERPOOL.

Tantalus, B.F., Aug. 25.
Eumaeus, B.F., Sept. 3.
Lyons Maru, N.Y.K., Sept. 13.

LONDON.

Philoctetes, B.F., Aug. 18.
City of Lille, Bank, Aug. 19.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Glenavoy, Jardine's, Aug. 25.
Karmala, P. & O., Aug. 23.
Hilda, Dodwell's, Aug. 30.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Gange, Dodwell's, Sept. 9.
Cathay, B. & O., Sept. 12.
Glenamoy, Jardine's, Sept. 15.
Mendaus, B.F., Sept. 15.
Soudan, P. & O., Sept. 19.

LOS ANGELES.

Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Pres. Pierce, Dollar, Sept. 1.
Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.

MANILA.

Change, B. & S., Aug. 18.
Tjinegara, J.C.J.L., Aug. 18.
Emp. of Russia, C.P.S., Aug. 20.
Lomedon, B.F., Aug. 21.
Coblentz, Melchers, Aug. 22.
Kitano Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Pres. Pierce, Dollar, Aug. 23.
Tantalus, B.F., Aug. 25.
Chichibu Maru, N.Y.K., Aug. 23.
Pres. Cleveland, Dollar, Aug. 29.
Japan, Gilman's, Sept. 1.
Tjibadak, J.C.J.L., Sept. 1.
Tanda, E. & A., Sept. 2.
Eumaeus, B.F., Sept. 3.
Emp. of Japan, C.P.S., Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Pres. Wilson, Dollar, Sept. 8.
Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

MARSEILLES.

Angers, M.M., Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
City of Lille, Bank, Aug. 19.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
General Metzing, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Saale, Melchers, Sept. 9.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Burgeland, Johnson, Sept. 14.
Mendaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.

NAPLES.

Chinese Prince, Furness, Aug. 22.
Fushimi Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NEW GUINEA.

Bremerhaven, Melchers, Aug. 18.

NEW YORK, BOSTON, etc.

Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kurama Maru, N.Y.K., Aug. 21.
Chinese Prince, Furness, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Takotoyo Maru, N.Y.K., Aug. 27.
Pres. Pierce, Dollar, Sept. 1.
Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.

NORFOLK.

Chichibu, B. & S., Aug. 20.
Tanda, E. & A., Aug. 24.
Aeneas, B.F., Aug. 25.

NORFOLK.

Angers, B.F., Aug. 25.
Fulda, Melchers, Aug. 25.
Takotoyo Maru, N.Y.K., Sept. 1.
Trave, Melchers, Sept. 4.
Sardpedon, B.F., Sept. 18.
Trior, Melchers, Sept. 21.

OCEAN.

Frankfurt, Melchers, Aug. 18.
Japan, Gilman's, Sept. 1.
Saale, Melchers, Sept. 9.

PARROT.

Kiungchow, B. & S., Aug. 23.
Kiungchow, B. & S., Sept. 11.

PANAMA.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.CONSIGNEES for Co's Vessel
"PROTEUS"
FROM SEATTLE, VANCOUVER
AND VICTORIA VIA JAPANare requested to take delivery of their
and Lumber Shipments as soon as the
Vessel is ready to discharge and are
herby notified that if their Lighters are
not placed alongside the Vessel as
equipped, their Shipments will be dis-
charged into Holt's Wharf, Kowloon, at
their expense, where the Cargo will
be also at their risk and expense and
subject to the Terms and Conditions of
Storage at Holt's Wharf. Vessel will
commence discharge on 17th August.General Cargo will be discharged into
Holt's Wharf, Kowloon, where it will lie
at Consignees risk and subject to the
Terms and Conditions of Storage at
Holt's Wharf. The Cargo will be ready
for delivery from the Godown on and
after 17th August.All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 a.m.
and Noon within the Free Storage period.No Claims will be admitted after the
Goods have left the Vessel's Godown, and
all General Cargo remaining undelivered
after 24th August will be subject to
Rent.All Claims against the Vessel must
be presented to the Underigned on or
before 7th September, or they will not be
recognized.No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

17th August, 1931. [1069]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.CONSIGNEES for Co's Vessel
"PERSEUS"
FROM UNITED KINGDOM
VIA SINGAPOREare hereby notified that their Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will lie
at Consignees risk and subject to
Terms and Conditions of Storage at
Holt's Wharf. The Cargo will be
ready for delivery from Godown on
and after 17th August.Optional Cargo will not be landed
here, unless Notice has been given prior
to Vessel's arrival, but carried on from
port to port to the final port of call
to which the option extends.All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 a.m.
and Noon within the Free Storage period.No Claims will be admitted after the
Goods have left the Vessel's Godown,
and all Goods remaining undelivered
after the 24th August will be subject
to Rent.All Claims against the Vessel must
be presented to the Underigned on or
before the 7th September, or they will
not be recognized.No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

17th August, 1931. [1070]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel
"BURGENLAND"
having arrived, Consignees of Cargo are
hereby notified that their Goods are
being landed and placed at their risk in
the Hong Kong & Kowloon Wharf &
Godown Company's godown at Kowloon
where delivery can be obtained as the
Goods are landed.Optional Cargo will be landed, unless
Notice has been given prior to Vessel's
arrival.No Claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
24th August, 1931, will be subject to
Rent.All broken, chafed, and damaged Goods
are to be left in the Godowns, where
they will be examined on 22nd Aug., 1931,
at 10 a.m., by our Surveyors, Messrs.
Goddard & Douglas.All Claims must reach us before the
8th September, 1931, or they will not be
recognized.No Insurance will be effected.
Bills of Lading will be countersigned
by the Underigned.JEBSEN & CO.,
Agents.

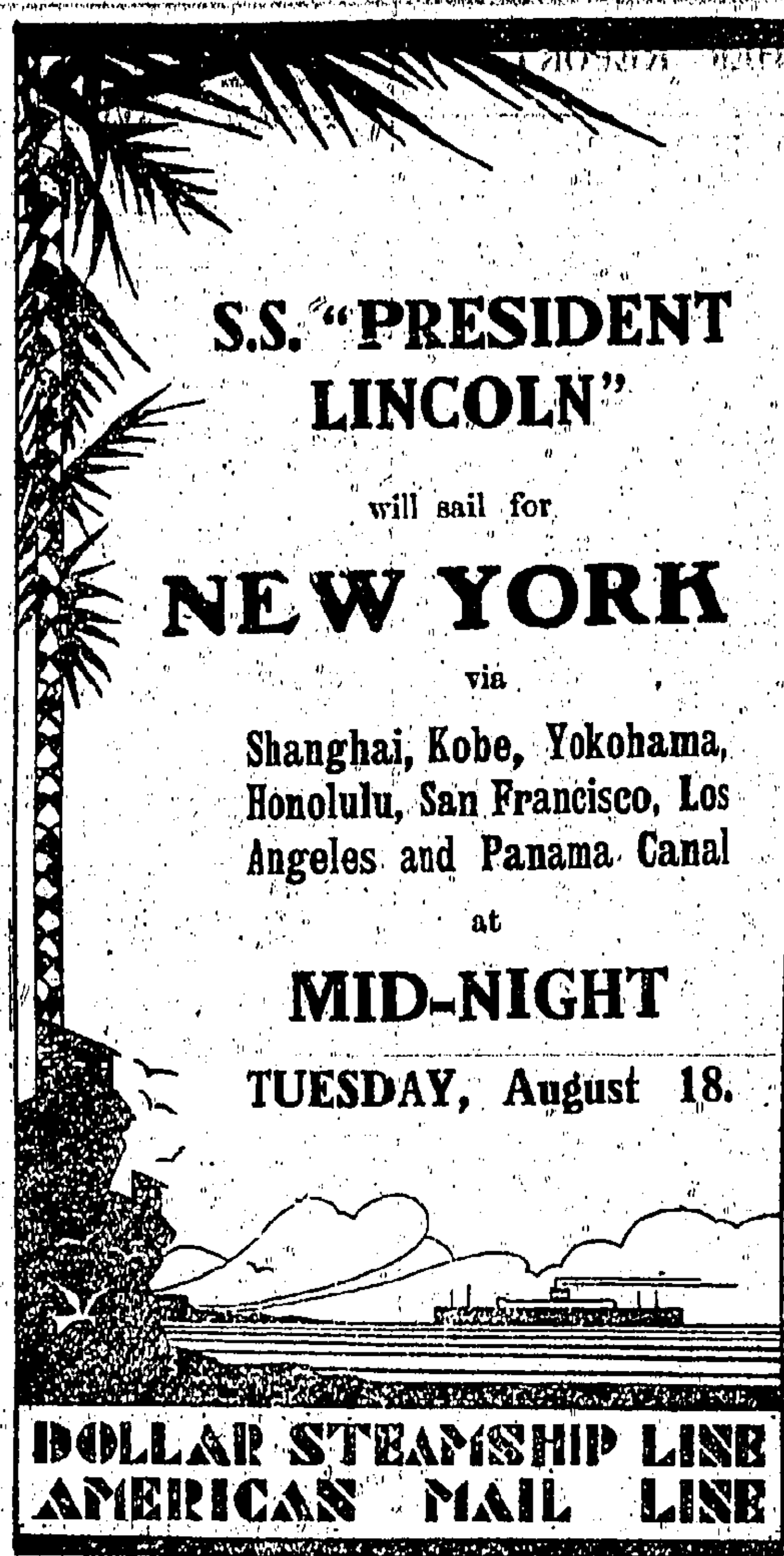
Hong Kong, 17th Aug. 1931. [1068]

"CLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.THE Steamship
"GABRIELSONSHIRE"having arrived from the above Ports,
Consignees of Cargo, by her are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Company, Limited, whence
and/or from the wharves, delivery
may be obtained.Goods not cleared by the 22nd August,
1931, at Noon, will be subject to Rent.
All broken, chafed, and damaged
Packages are to be left in the Godowns,
where they will be examined in the
presence of Consignees by Messrs.
Goddard & Douglas, on 21st August,
1931, at 10 a.m. Claims against the
Steamer, including those for Cargo short
delivered, must be presented on the
Special Form provided, and must also
be submitted within 30 days of arrival,
otherwise they will not be recognized.No Fire Insurance will be effected
in any case whatever.Bills of Lading will be countersigned
by the Underigned.JARDINE, MATHESON & Co., Ltd.,
Agents.

Hong Kong, 18th Aug. 1931. [1069]



S.S. "PRESIDENT LINCOLN"
will sail for
NEW YORK
via
Shanghai, Kobe, Yokohama,
Honolulu, San Francisco, Los
Angeles and Panama Canal
at
MID-NIGHT
TUESDAY, August 18.

DOLLAR STEAMSHIP LINE
AMERICAN MAIL LINE

THE PERFECT HOLIDAY.

JAVA

Good hotels in cool mountain
resorts.Good trains, excellent motor-
smoothing asphalt roads.

BALI

Regular daily air services.
Interesting native life.HONG KONG—MANILA—MAKASSAR—BALI—SOERABAJA—
BATAVIA—HONG KONG.

FARE \$44.85. Inclusive of Railway and Aeroplane Fares.

THOS. COOK

You may book with—
AMERICAN EXPRESS
JAVA CHINA-JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJIBONDARI" S.S. "TJIBALAK" S.S. "TJILEBOET"
25th August 8th September 22nd SeptemberTO BALI via Manila—Makassar—Soerabaja back through Java
via Batavia.M.S. "TJINEGARA" S.S. "TJIDAK" S.S. "TJIKEMBANG"
18th August 1st September 15th September

TO AMOY AND SHANGHAI.

S.S. "TJIBADAK" S.S. "TJILEBOET" S.S. "TJIKEMBANG"
20th August 25th August 3rd September

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

York Building Telephone 28615



LLOYD TRIESTINO
FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE
Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID.
Taking Cargo on through Bills of Lading to Fiume, Genoa, All
Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland).
NEXT SAILINGS FROM HONG KONG
For Shanghai & Japan
M.V. "HILDA" (cargo boat) 30th Aug.
S.S. "GANGE" (passenger boat) 10th Sept.
M.V. "COL DI LANA" (cargo boat) 24th Aug.
S.S. "MONCALIERI" (cargo boat) 21st Sept.
S.S. "CRAOVIA" (passenger boat) 22nd Sept.
* Outward Voyage to Shanghai only.
Attention is called to the fact that "Gange" which will make the
voyage Hong Kong/Italy in 24 days, thus allowing London
passengers to reach destination in 28 days.
For Freight and Passages apply to—
DODWELL & CO., LTD., Agents.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.			
Buyer	Seller	Price	Nominal	Buyer	Seller	Price	Nominal
MONDAY, AUGUST 17.							
Banks							
\$2,040	...	...	...	H.K. Banks	...	\$2,035	...
...	...	...	...	Do. (London)	...	...	...
...	...	...	...	Chartered Banks	...	212.10	...
...	...	...	...	Mercantile Bks. "A"	...	...	221
...	...	...	...	Do. "O"	...	210	...
...	...	...	...	Bank of East Asia	...	2130	...
Insurance							
\$1,550	...	...	...	Canton Insurance	...	\$1,520	...
...	...	...	...	North China	...	96	...
...	...	...	...	Union Insurance	...	\$655	...
...	...	...	...	Yongtze Insurance	...	...	\$60
...	...	...	...	China Fire	...	...	\$875
...	...	...	...	H.K. Fire	...	\$1,400	...
Shipping							
...	...	...	...	Douglas	...	\$234	...
...	...	...	...	Steamboats	...	\$25	...
...	...	...	...	Indos (prof.)	...	...	\$40
...	...	...	...	Do. (def.)	...	...	\$30
...	...	...	...	Shell Transport	...	45/3	54/6
...	...	...	...	Water Route	...	\$294	...
Mining							
...	...	...	...	Benquets	...	...	\$10
...	...	...	...	Venezuela Gold Fds.	...	...	\$21
...	...	...	...	Malaya	...	...	\$13
...	...	...	...	Langkat (comb.)	...	...	\$41
...	...	...	...	Do. (single)	...	...	\$150
...	...	...	...	Explorations	...	...	...
...	...	...	...	Shanghai Loans	...	T.41	...
...	...	...	...	Laubs	...	...	...
...	...	...	...	Trough Mines	...	...	...
Docks, Wharves, Godowns, etc.							
...	...	...	...	H.K. & K. Wharves	...	\$164	...
...	...	...	...	Providents (old)	...	\$6.10	\$6.20
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	H.K. Docks	...	\$30	...
...	...	...	...	S. China Motors "A"	...	\$10	...
...	...	...	...	Do. "B"	...	...	...
...	...	...	...	Shanghai Docks	...	T.166	...
...	...	...	...	New Engineering	...	...	...
...	...	...	...	Hongkew	...	...	T6.10
Land, Hotels, and Buildings							
...	...	...	...	H.K. Hotels (old)	...	\$17	\$17.30
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	H.K. Lands	...	...	...
...	...	...	...	Shanghai Lands	...	...	...
...	...	...	...	H.K. Realty	...	\$17.40	\$17.40
...	...	...	...	Humphreys (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Chinese Estates	...	...	...
Cotton Mills							
...	...	...	...	Ewos	...	T14.60	...
...	...	...	...	Shai Cotton	...	...	T.97
...	...	...	...	Zhong Sing	...	...	T11.20
Public Utilities							
...	...	...	...	Tramways	...	\$215	\$222
...	...	...	...	Peak Tram (old)	...	...	\$14
...	...	...	...	Do. (new)	...	...	\$8.35
...	...	...	...	Sar Ferris	...	\$94	...
...	...	...	...	Burnell Electric	...	...	\$281
...	...	...	...	China Light	...	\$261	...
...	...	...	...	H.K. Electric	...	\$214	...
...	...	...	...	Macao do	...	...	...
...	...	...	...	Sandakan Lights	...	...	...
...	...	...	...	Telephones (tully pd.)	...	...	...
...	...	...	...	Do. (part pd.)	...	...	...
...	...	...	...	China Buses	...	...	...
...	...	...	...	Tramways	...	...	...
...	...	...	...	Do. (pref.)	...	...	...
Industries							
...	...	...	...	China Sugar	...	...	...
...	...	...	...	Malayan Sugar	...	...	...
...	...	...	...	Caldbeck, (ord.)	...	...	...
...	...	...	...	Macgregors (pref.)	...	...	...
...	...	...	...	Canton Ice	...	...	...
...	...	...	...	Coments (comb.)	...	\$18.80	...
...	...	...	...	Do. (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Ropes	...	\$21.55	...
Miscellaneous							
...	...	...	...	Dairy Farms	...	\$34	...
...	...	...	...	Der A. Wings	...	...	...
...	...	...	...	Amusement (old)	...	\$261	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Ch. Entertainment (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Constructions	...	...	...
...	...	...	...	Lane Crawford (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Macintosh	...	...	...
...	...	...	...	Nanyang Tobacco	...	\$4.20	...
...	...	...	...	Sincere	...	...	...
...	...	...	...	Watsons	...	\$16.60	...
...	...	...	...	Wm. Powells	...	...	...
...	...	...	...	S. C. Enterprises	...	...	...
...	...	...	...	B. Ind. G. Bonds	...	74/7	...
...	...	...	...	H.K. Govt. Loans	...	\$104	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHANTUNG BRANCH P.O.	FROM G.P.O.	FROM SHANTUNG BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.
Samakul and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	4.00 p.m.
Maple & Tinsan	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.30 p.m.	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.30 p.m.
Hongkong (except Saturdays)	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Kowloon (except Saturdays)	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Patnam and Wuchow (By Train)	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.
Tai O	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
Tai Po	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.
Shumshup	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.	9.00 a.m. & 8.00 p.m.
Cheungchow	1.00 p.m. & 6.00 p.m.	1.00 p.m. & 6.00 p.m.	1.00 p.m. & 6.00 p.m.	1.00 p.m. & 6.00 p.m.
Aberdeen	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Sanley	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.
Anhai	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Pingnan, Sardin, Shatin, Shatinok and Shemung	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.
Saikong	4.00 p.m.	4.00 p.m.	4.00 p.m.	4.00 p.m.
Wanlan, Khatu & Tsing	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.

FOREIGN MAILS

POSTAL RATES.			
Letters.	Local	3 cts.	
	China and Macau	4 cts.	per oz.
	British Empire (except via Siberia)	19 cts.	
	Foreign Countries and	20 cts.	first oz.
	British Empire via Siberia	10 cts.	each succeeding oz.
Postcards.	Local, China and Macau	2 cts.	each
	All other places	3 cts.	each
The Registration fee is in each case 20 cents.			
Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.			
Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail List below.			
Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.			
INWARD MAILS.			
FROM	PER	DATE	
JAPAN, SHANGHAI and EUROPE via SIBERIA (London, 20th July)	Angers	18th	Aug.
SAIGON	Bahine	18th	Aug.
JAVA via BATAVIA	Tybadak	18th	Aug.
SHANGHAI and EUROPE via SIBERIA (London, 21st July)	Kubertland	18th	Aug.
SHANGHAI	Kuanglung	18th	Aug.
SHANGHAI	Alipora	18th	Aug.
SEKATSU	Cramer	18th	Aug.
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver, B.C., 1st Aug.)	Emp. of Russia	18th	Aug.
AUSTRALIA and MANILA	Alipora	20th	Aug.
SANDAKAN	Kubertland	20th	Aug.
EUROPE via NIOBATAM (Letters only) (London, 2nd July)	Hakusan Maru	21st	Aug.
JAPAN	Alipora Maru	21st	Aug.
JAPAN and SHANGHAI	Fushimi Maru	21st	Aug.
JAVA via SOERABAYA	Tyjenleng	21st	Aug.
JAVA and MANILA	Tyjenboet	22nd	Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 24th July)	Pres. Madison	22nd	Aug.
JAPAN and SHANGHAI	Pres. Harrison	22nd	Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 31st July)	Higo Maru	23rd	Aug.
LONDON Parcels (London, 16th July)	Pres. Pierce	24th	Aug.
JAPAN and SHANGHAI	Nankin	26th	Aug.
	Karmala	28th	Aug.
OUTWARD MAILS.			
REGISTERED and PARCEL MAIL are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.			
FOR	PER	DATE and TIME	
Swatow	Lushan Maru	Tuesday, 18th, 1000 p.	
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tunkin	1130 a.	
Apia (Samoa)	Agony	300 p.	
		Kowloon P.O.	
Saigon, Ceylon, India, Mauritius, East and South Africa, *Egypt, and *EUROPE via Marseilles—due Marseilles, 19th September	Angers	Reg. 1040 a. Letters 1040 a. G.P.O.	
		Reg. 1145 a. Letters 1230 p. Kowloon P.O.	
Straits, Ceylon, India, Mauritius, E. and S. Africa, E. YIT and EUB—due via Marseilles—due Marseilles, 17th September	Philodotes	Reg. 100 p. Letters 100 p. G.P.O.	
		Reg. 145 p. Letters 230 p.	
Shanghai, *Japan and *EUROPE via Siberia and Ordinary Letters only for *EUROPE superscribed "Via Siberia: Air Mail Shanghai-Manchouli"	Sphinx	G.P.O.	
Manila and Parcels for Germany via Hamburg	Sinkiang	200 p.	
*Shanghai, *Japan, *Honolulu and *San Francisco—due San Francisco, 11th September	Kubertland	280 p.	
Bangkok and Wuchow	Tsuyo Maru	400 p.	
Bangkok	Tai Hing	400 p.	
Batani	Ardent	500 p.	
Amoy	Bremerhaven	500 p.	
Japan, Honolulu, U.S.A., *Canada, C. and S. America, and *EUROPE via San Francisco—due San Francisco, 5th September	Kumataung	500 p.	
Shanghai and *EUROPE via Siberia	Pres. Lincoln	Parcels 300 p. Reg. 415 p.	
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 28th August	Pres. Lincoln	Letters 500 p. Reg. 000 p.	
	Changte	Parcels 500 p. Reg. 500 p.	
		Lot. 18th, 830 a.	
Foochow	Huichow	Wednesday, 19th	
Manila and Java via Sourabaya	Himegara	830 a.	
Swatow	Hankow	980 a.	
Swatow, Amoy and Foochow	Hankow	1030 a.	
Fort Bayard	Hanyang	500 p.	
Amoy	Wing Lee	100 p.	
	Tsinan	500 p.	
Hoihow, Pakhoi and Haiphong	Menado Maru	Thursday, 20th	
Manila	Emp. of Russia	830 a.	
Saigon	Hingchow	500 p.	
Japan	Atsuta Maru	Friday, 21st	
Swatow via Swatow	Uheung Shing	930 a.	
Swatow, Amoy and Foochow	Hai Ohing	1030 a.	
Shanghai, Japan and *EUROPE via Siberia	Hakusan Maru	830 p.	
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 3rd September	Kilano Maru	Reg. 21st, 500 p. Lot. 22nd, 80 a.	
		Kowloon P.O.	
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 21st September	Fushimi Maru	Reg. 21st, 830 a. Lot. 22nd, 000 p. Reg. 22nd, 545 a. Letters 930 a.	
		Saturday, 22nd	
Japan and *Canada, — due Victoria, B.C., 15th September	Proterius	1030 a.	
Haiphong	Canton	280 p.	
Shanghai, Japan, U.S.A., Canada, C. and S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 8th September, and *EUROPE via Siberia	Pres. Madison	Parcels 300 p.	
Manila	Pres. Harrison	Reg. 415 p. Letters 500 p.	
		Sunday, 23rd	
Bangkok via Swatow	Kanying	900 a.	
Swatow, Amoy and Formosa	Hosan Maru	900 a.	
Sandakan	Kanying	Monday, 24th	
Japan and *Canada — due Vancouver, B.C., 14th September	Higo Maru	Reg. 830 a.	
Shanghai and *EUROPE via Siberia	Higo Maru	Reg. 415 p. Letters 500 p. Reg. 500 p.	

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 18th Aug., 4 p.m.
FOOCHOW, WHAIHAI, CHINGPOO & TIENTSIN	"HUICHOW"	On 18th Aug., 10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 20th Aug., D.L.
SWATOW, SHANGHAI, NEWCHOW & DALNY	"OHINHUA"	On 20th Aug., 3 p.m.
SAIGON	"YINGCHOW"	On 21st Aug., D.L.
SWATOW & SHANGHAI	"KWANGTUNG"	On 21st Aug., 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SEHOHUE"	On 23rd Aug., 3 p.m.
SWATOW & BANGKOK	"KAYING"	On 23rd Aug., 4 p.m.
NINGPO, SHANGHAI, NEWCHOW & DALNY	"TEAN"	On 24th Aug., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"NANNING"	On 25th Aug., 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 27th Aug., D.L.
HONGKONG, PAKHOI & HAIKONG	"KINGYUAN"	On 28th Aug., Noon
SWATOW, SHANGHAI & TIENTSIN	"SEANTUNG"	On 30th Aug., 3 p.m.
SWATOW, FOOCHOW, WHAIHAI, CHINGPOO & TIENTSIN	"KUEICHOW"	On 1st Sept., 3 p.m.
HONGKONG, PAKHOI & HAIKONG	"KIUNGCHOW"	On 11th Sept., Noon

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STEAMER	Days Hong Kong	Days Hong Kong	Days Hong Kong	Days Hong Kong
CHANGTE	In Port	15th Aug.	9th Aug.	6th Sept.
TAIPING	15th Sept.	18th Sept.	18th Sept.	4th Oct.
CHANGTE	18th Oct.	20th Oct.	23rd Oct.	8th Nov.
TAIPING	18th Nov.	17th Nov.	20th Nov.	6th Dec.

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M.S. "Annam"	—	7th September
M.S. "Danmark"	23rd August	23rd September
M.S. "Java"	23rd Sept.	23rd Oct.
M.S. "Malaya"	23rd Oct.	23rd Nov.
M.S. "Afrika"	23rd Nov.	23rd Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG	AUGUST 16, 1931.				AUGUST 17, 1931.			
		Barometer at Sea Level	Thermometer	Wind	Weather	Barometer at Sea Level	Thermometer	Wind	Weather
Wladivostok	12	29.84	75.0	79	SE	2	29.84	75.0	78
Nemuro	11	29.88	75.0	...	ESE	1	29.86	75.5	...
Hakodate	...	29.92	76.0	...	S	1	29.94	76.5	...
Tokio	...	29.96	76.0	...	SSE	1	29.98	76.5	...
Kobe	...	29.84	75.0	...	S	1	29.86	75.5	...
Nagasaki	...	29.72	75.5	...	NE	1	29.73	75.0	...
Kagoshima	...	29.74	75.5	...	N	1	29.67	75.5	...
Oshima	...	29.67	75.5	...	NNE	3	29.49	74.0	...
Naha	...	29.63	75.5	...	N	3	29.49	74.0	...
Ishigakijima	...	29.60	75.5	...	ESE	2	29.53	75.0	...
Bonin Island	...	29.63	75.5	...	ESE	4	29.83	75.5	...
Chesoo	15	29.75	75.5	82	NE	1	29.72	75.4	73
Shanghai	14	29.72	75.4	84	ESE	3	29.67	75.5	79
Gunakoff	...	29.81	75.7	84	ESE	4	29.70	75.4	78
Wanchow	...	29.56	75.0	83	NE	4	29.53	75.0	80
Foochow	...	29.44	74.7	80	ENE	4	29.39	74.5	77
Amoy	...	29.55	75.0	86	E	5	29.47	74.6	77
Swatow	...	29.55	75.0	86	E	5	29.48	74.9	77
Taihou	...	29.55	75.0	86	NE	4	29.48	74.7	77
Tainan	...	29.55	75.0	86	NE	4	29.48	74.7	77
Koshun	...	29.55	75.0	86	ENE	4	29.48	74.7	77
Pescadore	...	29.55	75.0	86	N	5	29.40	74.6	79
Hong Kong	14	29.55	75.0	86	ENE	5	29.40	74.6	79
Gap Rock	...	29.55	75.0	86	NNW	5	29.39	74.5	78
Macao	...	29.51	74.2	81	N	6	29.22	74.2	81
Holihon	...	29.29	74.0	84	SSW	6	29.50	74.1	81
Prata Island	...	29.35	74.0	86	WSW	4	29.41	74.1	83
Phulien	...	...	...	...	...	...	29.43	74.5	83
Tourao	...	...	...	...	...	...	29.70	75.4	77
Cape St. James	14	29.31	74.5	84	S	2	29.49	74.0	81
Rasoo	...	29.50	74.9	82	NE	4	29.48	74.9	81
Aparr	...	29.48	74.9	77	NE	4	29.48	74.9	81
Tuguegarao	...	29.54	75.0	83	SSW	4	29.62	75.2	81
Vigan	...	29.61	75.0	91	WSW	4	...	...	...
Manila	...	29.67	75.5	86	SW	4	...	...	...
Calbayog	...	29.62	75.4	81	SW	4	...	...	...
Tacloban	...	29.69	75.4	86	SW	4	...	...	...
Iloilo	...	29.66	75.3	85	SSW	6	...	...	...
Cebu	...	29.69	75.4	91	WSW	4	...	...	...
Surigao	...	11.00	...	...	...	...	...	...	...
Saipan	...	12.32	29.72	75.4	...	...	...	...	...
Guam	...	11.00	...	...	...	...	29.78	75.2	...
Yap	...	...	...	...	...	...	...	...	...
Pelaw	...	...	...	...	...	...	...	...	...
Labuan	14	29.94	76.0	88	W	6	29.90	75.4	78

August 16. 16A. 20m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 22° N. Long. 115° E., stationary or very slow.

August 17. 9A. 30m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 80 miles of Lat. 22° N. Long. 115° E., stationary or very slow.

August 17. 10A. 40m.—The typhoon is stationary about 60 miles E.S.E. of Hong Kong. There is still the possibility of a N.W. gale.

Another typhoon is central S.E. of the Loochoos, moving N.

Manila, warning, 16d. 15A. 45m.—Typhoon in Lat. 22° N. Long. 115° E., inclining northward. Recd. 16d. 16A. 14m.

Shanghai warning, 17d. 8A. 50m.—Typhoon of unknown intensity within 120 miles of Lat. 27° N. Long. 120° E., moving N.N.W. Recd. 17d. 9A. 10m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 3.12 inches. Total since January 1, 58.41 inches, against an average of 60.19 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 18.

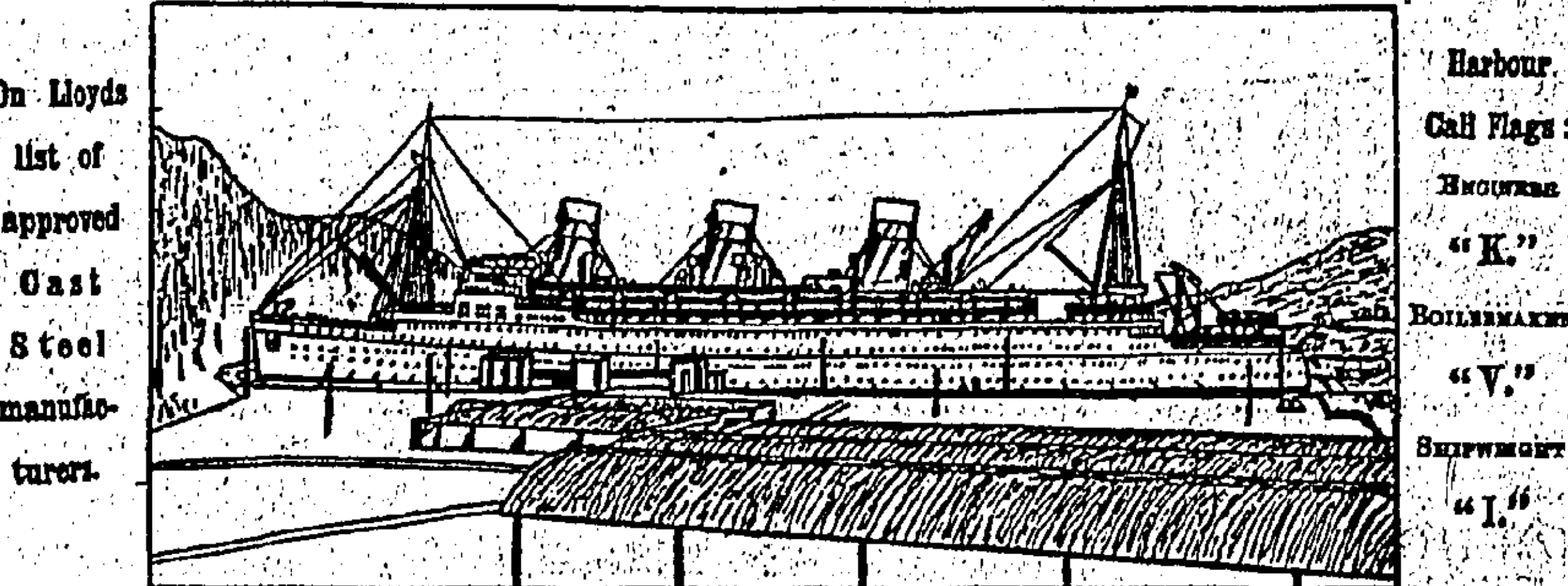
District.	Forecast.
1.—Shanghai to Turnabout	E. or variable winds, moderate; fair generally.
2.—Turnabout to Hong Kong	E. winds, possibly increasing to a gale, overcast, rain.
3.—Hong Kong to Gap Rock	N.W. winds, possibly increasing to a gale, overcast, rain.
4.—Hong Kong to Hainan Straits	N.W. winds, fresh; overcast, rain.
5.—North China Sea	None.

T. F. CLAXTON, Director.

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SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"DAVIKEN" "KWONGSANG" "HOPSANG" "YATSHING"	Wed., 19th Aug., at Noon Sun., 23rd Aug., at Noon Wed., 26th Aug., at Noon Sun., 30th Aug., at Noon
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" "KUMSANG"	Tues., 25th Aug., at 3 p.m. Wed., 26th Sept., at 3 p.m.
OSAKA via AMOI, SHAL MOJI & KOBE	"KUMSANG"	Wed., 19th Aug., at 7 a.m.
OSAKA via AMOI & KOBE	"SUISANG" "KUTSANG"	Wed., 2nd Sept., at 7 a.m. Sat., 19th Sept., at 7 a.m.
SANDAKAN	"YUSANG" "HINSANG" "MAUSANG"	Mon., 24th Aug., at 10 a.m. Wed., 26th Aug., at Noon Wed., 3rd Sept., at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"OHONGSHING" "CHIPSING"	Fri., 31st Aug., at Noon Sun., 30th Aug., at Noon

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To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENHARRY" (Via Oran) ... 25th August

Motor Vessel "GLENAMOI" ... 15th September

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK

Motor Vessel "GLENLUCE" ... 31st August

Steamship "GLENROCKSHIRE" ... 11th September

Steamship "GLENFERRIE" ... 8th October

Motor Vessel "GLENGLASS" ... 23rd October

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

THROUGH BOOKINGS TO LONDON: Cabin class only
THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "COBLENZ"	...	departure 22nd Aug.
Freight	M.S. "Sole"	...	departure 24th Sept.
Pass.	M.S. "FULDA"	...	departure 19th Sept.
Freight	M.S. "Trava"	...	departure 8th Oct.
Pass.	S.S. "TRIER"	...	departure 17th Oct.

* Calling at London. * Calling at Lisbon.

Passenger steamers sailing via Manila and Porto to Genoa.

Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Port to Marseilles.

Gen., Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Pass. M.S. "FULDA" ... due here 20th Aug.

Freight M.S. "Trava" ... due here 4th Sept.

Pass. S.S. "TRIER" ... due here 21st Sept.

Freight M.S. "Havel" ... due here 2nd Oct.

Pass. S.S. "DEFFLINGER" ... due here 19th Oct.

Freight S.S. "Main" ... due here 31st Oct.

HONG KONG—NEW GUINEA

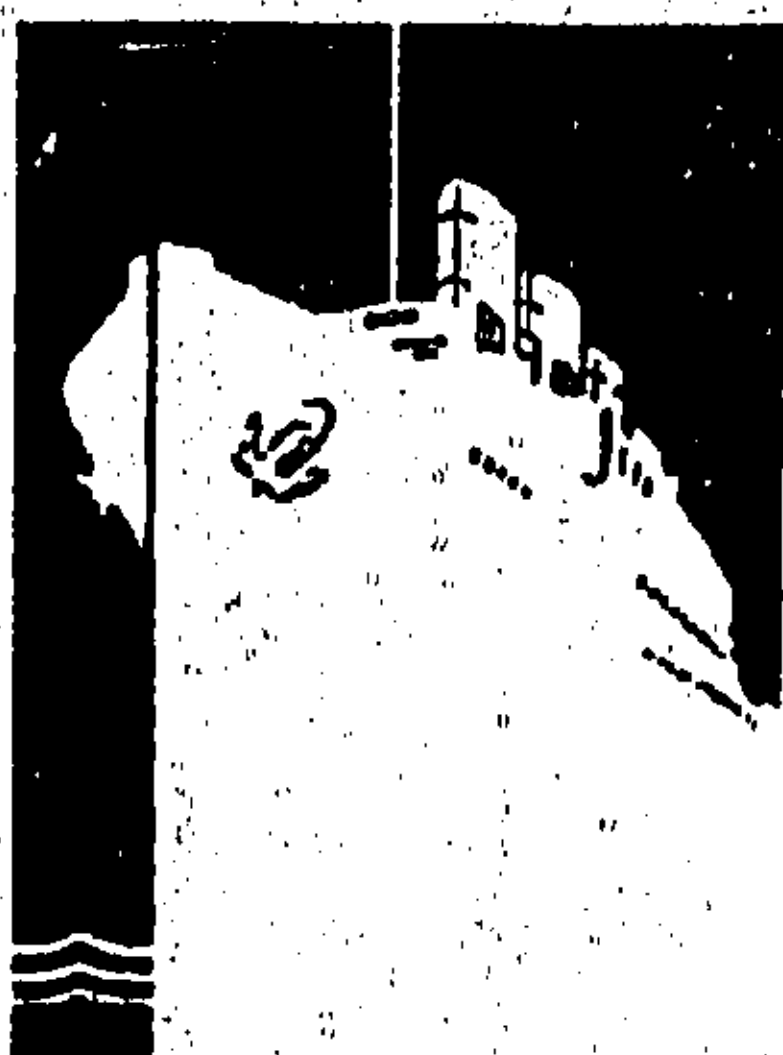
Next sailing to RABUL and Port.

S.S. "BREMERHAVEN" on about 18th AUG., 1931.

AGENTS, HONG KONG.

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SPEED TO CANADA U.S.A. AND EUROPE IN A 5 ROOM APARTMENT



To size and speed New
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Five Room Apartments Living
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veniences are found in one
and two room apartments—
all appointments throughout
attest the unique service on

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TOURIST EMPRESS SERVICE offers special accom-
modation, pleasant decks open air swimming pools, airy
staterooms with real beds, hot and cold RUNNING water,
spacious public rooms, BEST OF FOOD with varied menus
and exceptional service throughout.

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Russia ... Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan ... Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia ... Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada ... Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25

"Empress of Russia" and "Empress of Asia" call at Nagasaki

Empress of Russia

Sails for

MANILA

5 P.M., THURSDAY, AUGUST 20.

For passengers wishing to travel economically on a limited
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Canadian Pacific

Telephones: Passenger 20752, Cable Address: GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.



REDUCE THROUGH TICKETS TO EUROPE via U.S.A.

VARIES FROM £79 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... Tuesday, 18th Aug.
CHICHIBU MARU ... Wednesday, 2nd Sept.
SEATTLE, VANCOUVER via Shanghai & Japan Ports
HIYER MARU ... Tuesday, 25th Aug.
HEIAN MARU ... Tuesday, 25th Aug.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... Saturday, 22nd Aug.
HAZAKI MARU ... Saturday, 5th Sept.
SYDNEY & MELBOURNE via Manila & Ports
KITANO MARU ... Saturday, 22nd Aug.
ATSUTA MARU ... Saturday, 28th Sept.
MANILA
CHICHIBU MARU ... Friday, 28th Aug.

BOMBAY via Singapore, Penang & Colombo
+ NAGATO MARU ... Thursday, 27th Aug.
KAGA MARU ... Friday, 11th Sept.
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BOKUYO MARU ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.
+ KURAMA MARU ... Friday, 21st Aug.
+ TAKETOYO MARU ... Thursday, 27th Aug.
LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
+ LYONS MARU ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
+ RANGOON MARU ... Saturday, 28th Aug.
+ BENGAL MARU ... Tuesday, 18th Sept.
SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU (Nagasaki direct) ... Friday, 21st Aug.
HAKUSAN MARU ... Friday, 21st Aug.

For further information, apply to—
NIPPON YUSEN KAISHA,
Telephone: 30291. (Private exchanges to all Dep'ts.)



FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
To Yokohama via Shanghai and Kobe.

ANGERS ... 18th Aug.	SPHINX ... 1st Sept.
G. METZINGER ... 1st Sept.	PORCELOS ... 15th Sept.
SPHINX ... 15th Sept.	ATHOS II ... 15th Sept.
PORCELOS ... 29th Sept.	DARTAGNAN ... 15th Oct.
CHERONORAU ... 15th Oct.	ANDRE LEBON ... 28th Oct.
ATHOS II ... 28th Oct.	FELIX ROUSSEL ... 11th Nov.
DARTAGNAN ... 10th Nov.	G. METZINGER ... 25th Nov.
ANDRE LEBON ... 24th Nov.	

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on Mail Steamers at Port-Said, or Alexandria.
COMMERCIAL LINE
For DUNKIRK via Port-Said, Olyn, Osmangaza, Hankow, Rotterdam, Antwerp.

For full particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
Telephone: 10031. 2, QUEEN'S BUILDING.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 400 TONS;
THROUGH CARGO
998 TONS.

The returns, shown at the Har-
bour Office, of vessels carrying
cargo to the Colony during the 24
hours ended at 9 a.m. yesterday
were:—

Japanese	Cargo for H.K.	Through Ports
Lushan Maru, Canton	—	193
Hiroshi Maru, Keelung	400	800
	—	400
	—	998

ASIATIC DECK PASSENGERS

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Lushan Maru (Japanese)	37
Canton	—

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-
ing the 24 hours ended at 9 a.m.
yesterday were:—

	Arr.	Dep.
Japanese	2	0
Total	2	0

WARSHIPS IN PORT.

The following warships were in
port yesterday:—

Basin—Tamar.
Buys:—4, Caradoc; 7, Seraph; 8,
Serapis; 12, Stormcloud; 21, Tarantula;
22, Odin; 23, Otus; 24, Cicada.
Foreign Men of War—U.S.S.
Smith Thompson and gunboat
Helena, French sloop Regulus and
gunboat Argus.

SHIPS IN HARBOUR

The following merchant vessels
were in harbour yesterday:—

Osaka Shosen Kaisha Wharf:—
Canton Maru.
Docks—Kowloon: Limchow, Pro-
duce, Bintang; Taikoo; Daviken,
Yuet On; Cosmopolitan; Svele.
Buys—A5 Hongkong, A7 Chang-
te, A10 Kiangsu, A12 Santo Maru,
A14 Seistan.
Yamati Bay—Telemachus, Lu-
shan Maru, Wong Shek Kung,
Hiroshi Maru, Sandviken, Bremer-
haven.

ARRIVALS.

August 14.

Akita Maru, Japanese str., 2,315
tons, Capt. K. Irobo, from
Sakito, Stonecutters Anchorage.
—N.Y.K.

Hongkong, British str., 2,525 tons,
Capt. H. G. Hay, from Swatow,
Stonecutters Anchorage.—Ho
Thong & Co.

Seistan, British str., 1,571 tons,
Capt. Alex. C. Inglis, from Hol-
low, buoy No. A14.—Jobson,
S.S. Co.

August 15.

Carnarvonshire, British str., 3,835
tons, Capt. H. S. Gulston, from
Singapore, Kowloon Wharf.—
J. M. & Co.

Chichibu Maru, Japanese str., 10,336
tons, Capt. Y. Arakida, from
Shanghai, Kowloon Wharf.—
N.Y.K.

Golden Star, American str., 4,017
tons, Capt. O. Lee, from Lamit
Bay, buoy No. A8.—States S.S.
Co.

Huichow, British str., 1,222 tons,
Capt. E. M. Gellie, from Can-
ton, buoy No. B3.—B. & S.

Santo Maru, Japanese str., 1,830
tons, Capt. Y. Yoshida, from
Dairen, buoy No. A12.—D.K.K.

Sinkiang, British str., 1,616 tons,
Capt. F. Gibbs, from Swatow,
buoy No. B20.—B. & S.

Tonkin, French str., 908 tons, Capt.
J. Bonnamour, from Port
Bayard, buoy No. C2.—M. M.

August 16.

California, American str., 3,342
tons, Capt. G. Johnson, from
Kobe, Stonecutters Anchorage.
—States S.S. Co.

Hiroshi Maru, Japanese str., 940
tons, Capt. Y. Okada, from
Keelung, Yaumati Anchorage.—
M.B.K.

Kronviken, Norwegian str., 1,519
tons, Capt. Kvamme, from
Hengay, Yaumati Anchorage.—
Vallem & Co.

Lushan Maru, Japanese str., 1,507
tons, Capt. R. Nagayama, from
Canton, Yaumati Anchorage.—
N.Y.K.

August 17.

Hakodate Maru, Japanese str., 3,328
tons, Capt. S. Hirose, from Sin-
gapore, N.Y.K. Wharf.—N.Y.K.

Halldor, Norwegian str., 840 tons,
Capt. W. Hannevig, from Bang-
kok, buoy No. B17.—Thorsen &
Co.

Kojun Maru, Japanese str., 1,205
tons, Capt. H. Ikeda, from Che-
foo, Yaumati Anchorage.—
D.K.K.

Menado Maru, Japanese str., 1,283
tons, Capt. T. Kawamata, from
Haiphong, O.S.K. Wharf.—
O.S.K.

Protesilaus, British str., 6,118 tons,
Capt. G. G. Rundle, from
Shanghai, buoy No. A4.—B. &
S.

Sinkiang, British str., 1,616 tons,
Captain F. Gibbs, from Canton,
buoy No. B3.—B. & S.

Sanning, British str., 1,570 tons,
Capt. R. Allinson, from Can-
ton, buoy No. B3.—B. & S.

Taiyo Maru, Japanese str., 8,523
tons, Capt. Y. Tomioka, from
Manila, P.I., N.Y.K. Wharf.—
N.Y.K.

Wing Lee, British str., 730 tons,
Capt. J. E. Harvey, from K. C.
Wan, Saikong Wharf.—Wo Hop
& Co.

CLEARANCE.

August 15.

Akita Maru, for Singapore.
Anshun, for Swatow.
Canton Maru, for Swatow.
Carnarvonshire, for Shanghai.
Golden Star, for S. Francisco.
Harunasan Maru, for Hongay.

Hirundo, for Swatow.
Hongkong, for Singapore.
Hosang, for Singapore.
Kiangsu, for Swatow.

Kwaisang, for Swatow.
Sinkiang, for Canton.
Sun Kong, for K. C. Wan.

August 16.

Tonkin, for K. C. Wan.

August 17.

Garbeta, for Shanghai.
Hakodate Maru, for Shanghai.
Sanning, for Shanghai.

SHIPPING MOVEMENTS.

The Ben Line s.s. Bendoran from
Leith, Middlesbro', Antwerp, Lon-
don, Straits and Manila is due to
arrive here on 24th inst.

The R.M.S. Empress of Russia
arrived at Shanghai on August 16
at 4 p.m., left at 11 a.m. yesterday,
is due at Hong Kong at 3 p.m. to-
morrow, and leaves for Manila on
Thursday at 5 p.m.

The P. & O. Line s.s. Alipore left
Shanghai for this port on the 16th
instant at 6 a.m. and is due here
on the 18th instant at about 6 a.m.

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF LILLE" ... Marseilles, Havre, London, Rotterdam & Hamburg ... 19th August
S.S. "CITY OF HALIFAX" ... London, Rotterdam & Hamburg ... 4th September

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MANHATTAN LINE

ALSO AGENTS FOR

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M.V. "TAYBANK" ... Boston, New York & Baltimore ... 7th September
M.V. "TWEEDBANK" ... Boston, New York, Philadelphia ... 7th October

MAURITIUS & SOUTH AFRICA ... 28th October
S.S. "TINHOW" ... 28th October

Leading for Mauritius, Bombay, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mozambique Bay and Capetown.
Through Bills of Lading issued to Beira, Gnammas, Ilo, Port Amelia, Mozambique, Chinde,
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WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
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SLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GHEBEE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,300	19th Aug.	Straits, Colombo & Bombay.
"PADUA"	6,000	22nd Aug.	Mars, Havre, London, B'g.
"KARMALA"	9,000	29th Aug.	Mars, Havre, London, B'g.
"CATHAY"	15,000	12th Sept.	Mars, Havre, London, B'g.
"BOUDWAN"	6,500	19th Sept.	Mars, Havre, London, B'g.
"KALYAN"	9,000	26th Sept.	Mars, Havre, London, B'g.
"MANTUA"	11,000	10th Oct.	Mars, Havre, London, B'g.
"KASHMIR"	9,000	24th Oct.	Mars, Havre, London, B'g.
"BURDWAN"	6,500	31st Oct.	Mars, Havre, London, B'g.
"NALDERA"	18,000	7th Nov.	Bombay, Marseilles and London.
"KASHGAR"	18,000	21st Nov.	Mars, Havre, London, B'g.
"RAJPUTANA"	17,000	5th Dec.	Mars, Havre, London, B'g.
"CORFU"	15,000	19th Dec.	Mars, Havre, London, B'g.
"SOMALI"	6,500	26th Dec.	Mars, Havre, London, B'g.
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
"KARMALA"	9,000	16th Jan.	Mars, Havre, London, B'g.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles and London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo to On-
stantinople, Piræus, Smyrna, and other Levant Ports by means of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHA"	8,000	23rd Aug. 8 p.m.	Singapore, Penang & Calcutta
"TAMARA"	10,000	29th Sept.	do.
"KAKADA"	7,000	21st Sept.	do.
"SIRDHANA"	5,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

* Calls Port Swettenham.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	2nd Sept.	Manila, Rabaul, Brisbane
"NANKIN"	7,000	2nd Sept.	Manila, Rabaul, Brisbane
"NELLOR"	7,000	2nd Sept.	Manila, Rabaul, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong
Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
the P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s steamers for Southampton and London via
Tasmanian Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	27th Aug.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	27th Aug.	Amoy, Shanghai, Kobe & Yokohama
"KALYAN"	9,000	25th Aug.	Shanghai, Kobe & Yokohama
"S. ALBANS"	4,500	31st Aug.	Shanghai, Kobe, Osaka & Yokohama
"MANTUA"	11,000	11th Sept.	Shanghai, Kobe & Yokohama
"SIRDHANA"	5,000	11th Sept.	Amoy, Kobe & Yokohama
"BURDWAN"	6,500	12th Sept.	Shanghai, Kobe & Yokohama
"KASHMIR"	9,000	26th Sept.	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	26th Sept.	Amoy, Kobe & Yokohama
"NELLOR"	7,000	2nd Oct.	Shanghai, Kobe, Osaka & Yokohama
"SANTHA"	8,000	2nd Oct.	Amoy, Kobe & Yokohama
"NALDERA"	18,000	10th Oct.	Shanghai, Kobe & Yokohama
"KASHGAR"	18,000	17th Oct.	Shanghai, Kobe & Yokohama
"TAMARA"	10,000	23rd Oct.	Amoy, Kobe & Yokohama
"MAUSDONIA"	11,000	24th Oct.	Shanghai, Kobe & Yokohama
"TANDA"	7,000	6th Nov.	Shanghai, Kobe, Osaka & Yokohama
"RAJPUTANA"	17,000	7th Nov.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	21st Nov.	do.
"RAWALPINDI"	17,000	5th Dec.	Shanghai, Kobe, Osaka & Yokohama
"NANKIN"	7,000	7th Dec.	Shanghai, Kobe & Yokohama
"KARMALA"	9,000	19th Dec.	Shanghai, Kobe & Yokohama

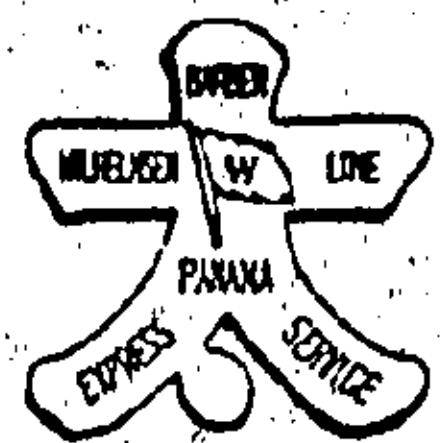
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"PHILOCTETES" 18th Aug., For Port Said, Mars. Casablanca,
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"HECTOR" 2nd Sept., For Port Said, Marseilles, London,
Rotterdam, Hamburg & Glasgow.

LIVERPOOL SERVICE.

"TANTALUS" 25th Aug., For Port Said, Genoa, Liverpool,
Hamburg and Glasgow.
"EUMAEUS" 8th Sept., For Port Said, Liverpool,
Hamburg and Glasgow.

NEW YORK SERVICE

"PHEMIUS" 7th Sept., For Boston, New York & Baltimore
via Philippines & Singapore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"PROTESILAUS" 22nd Aug., For Victoria, Vancouver & Seattle.
"EXION" 17th Sept., For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"OBESTES" 20th Aug., For Shanghai, Kobe & Yokohama.
"AENEAS" 25th Aug., For Shanghai, Kobe & Yokohama.
Taku, Chinkwangtao & Daire.

All cargo steamers with limited passenger accommodation
at specially reduced fares.
For freight, passage rates and information apply to the
undermentioned.
All bookings are subject to the provisions of the Company's
Bills of Lading.

Butterfield & Swire,

**EXCHANGE.
CLOSING QUOTATIONS.**

August 17, 1931.

ON LONDON:—	
Telegraphic Transfer...	11 1/2
Bank Bills, on demand...	11 1/2
Bank Bills, 4 months...	11 7/8
Credit, 4 months...	11 1/8
Documents, 4 months...	11 1/8
ON PARIS:—	
Bank Bills, on demand...	85
Credit, 4 months...	85
ON NEW YORK:—	
Bank Bills, on demand...	23
Credit, 60 days...	24
ON BOMBAY:—	
Telegraphic Transfer...	64 1/2
Bank, on demand...	64 1/2
ON CALCUTTA:—	
Telegraphic Transfer...	64 1/2
Bank, on demand...	64 1/2
ON SHANGHAI:—	
Bank, at sight...	11 7/8
ON YOKOHAMA:—	
On demand...	48 1/2
ON MANILA:—	
On demand...	48 1/2
ON SINGAPORE:—	
On demand...	41 1/2
ON BATAVIA:—	
On demand...	57 1/2
ON HAIKONG:—	
On demand...	59 1/2
ON SAIGON:—	
On demand...	189
ON BANGKOK:—	
On demand...	11 1/2
ON SOERABAYA:—	
On demand...	11 1/2
ON SINGAPORE:—	
On demand...	11 1/2

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BANKING CORPORATION.**

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$5,000,000
Silver \$10,000,000
Reserve Liability of Pro-
prietors \$20,000,000

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Dairen, Fookow, Haiphong, Hankow
Hankow, Harbin, Mukden, Tientsin
Hongkong, New York, Yokohama

CURRENT ACCOUNTS OPENED IN
LOCAL CURRENCY AND FIXED DE-
POSITS RECEIVED FOR ONE YEAR OR
SHORTER PERIODS IN LOCAL CURRENCY
AND STERLING ON TERMS WHICH WILL
BE QUOTED ON APPLICATION.
Hong Kong, 18th May, 1931. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank
is conducted by the HONG
KONG & SHANGHAI BANKING
CORPORATION. Rules may be ob-
tained on application.
For the Hong Kong & Shanghai
Banking Corporation,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 18th July, 1930. [2]

**EQUITABLE EASTERN BANK-
ING CORPORATION.**

CAPITAL AND SURPLUS—
U.S. \$4,700,000.
HEAD OFFICE:
18, PRINCE STREET,
NEW YORK.

An American Bank offering complete
Foreign Banking Service in the
principal markets of the world.
Interest Rates on Application.

This Bank is entirely owned by THE
CHASE NATIONAL BANK, New
York, with Resources over U.S.
\$2,000,000,000.
D. M. BIGGAR,
Manager.

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ, N.V.**

(NETHERLANDS TRADING SOCIETY.)

BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD
CENTRAL.

Authorized Capital Gldrs. 150,000,000
(£12,500,000)
Paid-Up Capital.....Gldrs. 80,030,000
(£6,668,170)
Reserve Fund.....Gldrs. 40,015,000
(£3,334,583)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.

BRANCHES:—Batavia, Bencoolen, Bonting, Borneo, Borneo,
Canton, Cebu, Hong Kong, Kanton, Kanton,
Kobe, London, Lyons, Manila, Peking,
Rangoon, Rotterdam, Shanghai, Singapore,
Sourabaya, Swatow, Tientsin, Yokohama.

*These offices have Self-Dealing Power to Lend.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every descrip-
tion transacted.
A. STOKKINK,
Manager.
Hong Kong, 12th May, 1931. [20]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency:
AUTHORIZED CAPITAL.....\$11,000,000
PAID-UP CAPITAL.....8,885,000
RESERVE FUND.....1,100,000

Branches:—
CANTON, SHANGHAI, HANKOW,
SWATOW, BANGKOK, NEW
YORK AND SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.
Foreign Exchange and Banking
Business of every description
transacted.

Safe Deposit Boxes (various sizes)
at a Yearly Rental of from \$5 to
\$40.
LOOK POONG SHAN,
Manager.

**CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER,
1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £1,000,000
Reserve Liability of Pro-
prietors £3,000,000

AGENCIES AND BRANCHES:—

ALOR STAR, BANGKOK, BOMBAY, CALCUTTA, CANTON, CHONGKING, HANKOW, HONG KONG, KANGAROO, KUALA LUMPUR, KUPANG, MADRAS, MANILA, NEW YORK, PENANG, PEKING, PORT SWAITHE, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE AND General
Banking Business transacted.
CURRENT ACCOUNTS OPENED AND
FIXED DEPOSITS RECEIVED FOR ONE
YEAR OR SHORTER PERIODS AT RATES
WHICH WILL BE QUOTED ON APPLICATION.

J. STUART,
Manager.
Hong Kong, August 17, 1931. [30]

**BANQUE FRANCO-CHINOISE
POUR LE
COMMERCE ET L'INDUSTRIE**

(Incorporated in France).
Princes Building, Charter Road,
Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid-up 50,000,000
Special Working Capital. 50,000,000
Reserves 22,319,000

BRANCHES:—
Paris, Lyons, Marseilles,
Saigon, Haiphong, Hanoi,
Tientsin, Peking, Hankow,
Canton, Shanghai, Hong Kong.

BANKERS:
France: Société Générale, Banque
Nationale de Crédit, Banque de
Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange
Irving Trust Co., Banca Com-
merciale Italiana, Bank of Italy.

Every description of Banking and
Exchange Business transacted.
Correspondents throughout the
World.

A. ROLLIN,
Manager.
Hong Kong, 1st July, 1922.

BANK OF CHINA.

Reorganized October 28, 1928, under
special charter of The National
Government as an
INTERNATIONAL EXCHANGE
BANK.

Subscribed Capital.....\$25,000,000.00
Paid-up Capital.....\$24,710,800.00
Reserve Funds \$3,680,503.52

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches
in China and large connections in
the important commercial centres of
the world, we are able to extend to
our clients special facilities for
domestic and foreign banking and
exchange.

We also handle the issue of Bonds
and other Public Funds of the
Chinese Government both at home
and abroad.

SHOU J. CHEN,
Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE:—SINGAPORE.

HONG KONG OFFICE:—18, QUEEN'S RD. C.

Authorized Capital Straits \$20,000,000
Issued " 20,000,000
Paid-up " 20,000,000
Reserve Liabilities of
Shareholders \$4,000,000
Surplus \$2,987,000

Branches, Agencies and Corres-
pondents in the principal cities of
the world.

Every description of Banking and
Exchange business transacted.
TAN ENG HOOI,
Manager.

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.

HEAD OFFICE:
10, Des Voeux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS OVER H. \$8,000,000.00
TOTAL RESOURCES OVER H. \$30,000,000.00

Every description of Banking Accounts and Exchange business
transacted.

Current and Fixed Deposit Accounts in Local and Foreign
Currencies opened for Clients.

Savings Account and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO,
Chief Manager.

**THE AMERICAN EXPRESS
COMPANY, INC.**

Head Office:
65, Broadway, New York.

Capital U.S. \$6,000,000
Surplus U.S. \$1,572,545
Reserves U.S. \$1,903,208

BRANCHES:—

Amsterdam, Antwerp, Athens, Bahia, Barcelona, Beirut, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS
COMPANY in Principal Cities of
United States of America and
Canada.

All classes of Commercial Bank-
ing Transactions undertaken.

Personal investment accounts
handled.

The Company offers to intending
travelers the use of its "Travelers
Cheques" and Letters of Credit
and, in addition, the world wide
services of its thoroughly equipped
Travel Department.

Affiliated with
THE CHASE NATIONAL BANK

Resources Over G. \$2,500,000,000

C. H. BENSON,
General Manager.

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

HEAD OFFICE:—
15, Gracechurch Street, London,
E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,000,000
Reserve Fund and Rest £1,033,845

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:—
Batavia, Bangkok, Bombay, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCH:
Every description of Banking and
Exchange Business transacted.
Travelers Cheques issued.
Trusts and Executorships under-
taken.

Interest allowed on Current Ac-
counts and Fixed Deposits at Rates
that may be ascertained on applica-
tion.

C. L. SANDES,
Manager.
7, Queen's Road Central,
Hong Kong, 29th April, 1931. [29]

**THE YOKOHAMA SPECIE BANK,
LIMITED.**

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 115,000,000

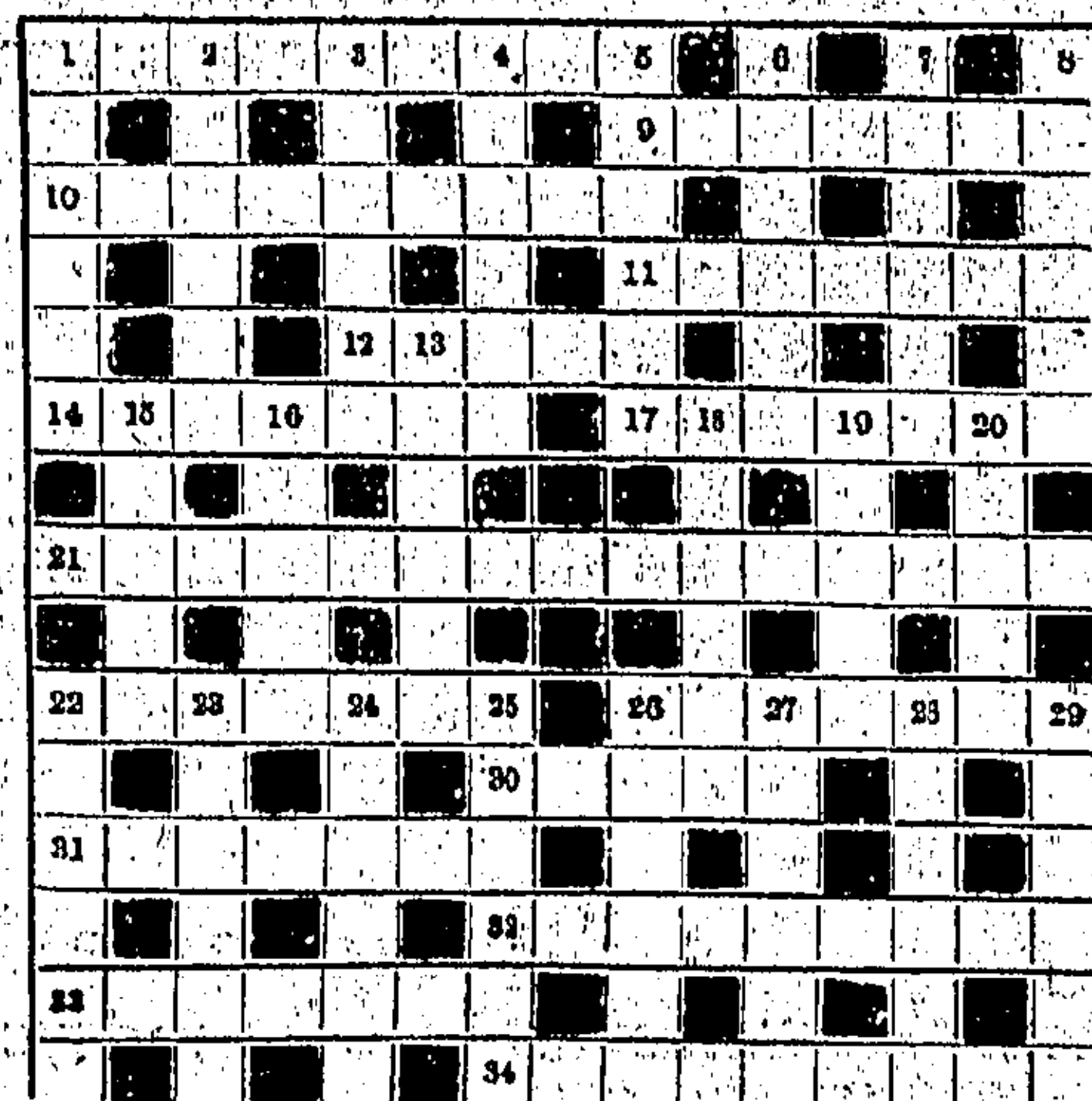
HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Honolulu, Rio de
Janeiro, San Francisco, Singapore,
Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Ac-
counts and Fixed Deposits at Rates
that may be ascertained on applica-
tion.

H. MORI, Manager.
Hong Kong, July 10, 1931. [23]

CROSSWORD PUZZLE.



CLUES.

- Across.
1.—A stabber in the dark.
2.—The way to divide with a friend and keep him in the end.
3.—Welsh town—as one might imagine—in the valley of the Severn.
4.—Repeat.
5.—Fail, but seems to sound worse than that.
6.—One who pours out taunts and winds up with a proposal.
7.—Go down, but not from a university.
8.—"In men, a liar apart." Of course, this refers to the other parties only (anag.).
9.—Act as chairman, though one must take a side.
10.—Make a bet, and we follow in between.
11.—Live.
12.—Shows on the promenades.
13.—Ecstasy in a troop vessel.
14.—Give a member of the suite a penny and make him affectionate.
15.—Supporters of Charles I.
16.—Drops.
17.—Disentangled when you take it up, but act when you put it down.
18.—Give the poor old horse a turn.
19.—A bit of a gay bird? I know he went all round the world.
20.—East-End tree.
21.—Mistakes made by the old Romans.
22.—To charge with crime sounds right.
23.—This may be a teaser.
24.—Twofold.
25.—Biennial plant which furnishes equally a rest and a worry.
26.—Settle upon, but not with decision.
27.—French seaport celebrated for its Edict.
28.—The solution will be published to-morrow.

YESTERDAY'S SOLUTION.

INCREASED REEF
CONTENTS
KINGSTON
LANCE
A COW
BRAKE
RUSSET
HUNTER
SALVAGE
GOTH
A COMMISSION
DOWN
TENSE PERSONALITY

Down.
1.—Arbours or anchors.
2.—Cotton cloth still made by a company after more than half a century.
3.—Behalf.
4.—A musician, shall we say, who would seem to be at home in Tooting.
5.—Has confidence.
6.—Carry on, after a meal, to a glorious finish.
7.—Used in the manufacture of soap.
8.—Saturn's wife. She received her name from a Phrygian mountain.
9.—Praise.
10.—Taken by those who do.



THE HONG KONG WEEKLY PRESS

You will be wondering
how things are going
out here, what all your
friends are doing, who
won the tennis league.

will give you all the news
and keep you in touch
with things out East.

Don't forget before you sail to
order it to be sent to you.

Six Months \$9.00.

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